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WHOLE OF DOBERDO PLATEAU OCCUPIED BY ITALIAN ARMY

Reach Vallone Line, Austrians Retreating, Completely Routed

BEST FORTS LOST

Driven from Strongest Defenses in San Michele And San Martino

ARE SMOKED OUT

Desperate Grotto Fights Terminated by Straw And Oil Fumes

(Reuters' Agency War Service)

Rome, August 11.—An official communiqué issued today reported: We have occupied the whole Doberdo Plateau and reached the line of Vallone, eastward of which the enemy were completely routed and retired after being driven out of their strongest defenses on the San Michele-San Martino sector.

Milan, August 11.—The feature of the fighting at Gorizia was the stubborn resistance made by the Austrians in hundreds of caverns excavated in the mountains. 800 Hungarians, in a grotto at Podgora, fought with bombs and maxims day and night. They were finally smoked out by fires of straw and petroleum lighted at the entrance to the cave.

The Austrian Staff Headquarters in the Palace of Justice in Gorizia were wrecked and hundreds of officers buried.

Most of the Italian prisoners confined in the caverns have been liberated.

Evacuation of Gorizia To Italians Admitted

(Ostasiatische Lloyd War Service)

Official Austrian telegram—Vienna, August 9.—Italian theater.—In consequence of the evacuation of the bridge-head of Gorizia, we have also given up the town. Our positions on the Doberdo Heights were readjusted, unmolested by the enemy, after repulsing renewed Italian attacks.

In this district, our troops have captured during the last few days 4,100 Italians. Six cannon could not be taken away after the enemy had entered the bridge-head.

After 12 hours of artillery preparation, the Italians attacked Zagora four times and the Plava heights thrice. All attacks were smashed by our resistance.

On the Tyrolean front several hostile attacks failed.

IMPROVEMENT IN PERSIA NOW GERMANS ARE OUT

Government Desirous Of Co-operating With Allies; British Officers For Police

(Reuters' Agency War Service)

London, August 10.—In the House of Commons, today, Lord Robert Cecil stated that the situation in Persia recently has decidedly improved with the arrest or dispersal of the German agents there. There was good reason for believing that the improvement will be maintained.

He hoped that an arrangement between Great Britain and Persia on financial and other questions would shortly be made. The Persian Government had shown a sincere desire to work with the Allies.

British and Indian officers would be employed to officer the gendarmerie in southern Persia.

The Weather

Showers and squalls. The maximum temperature recorded yesterday was 87.3 and the minimum 71.8, the figures for the corresponding day last year being respectively 95.0 and 78.4.

'I'll Be Dictator Of Mexico Within 30 Days,' Says Villa



FRANCISCO VILLA.

Villa seems to have taken a new lease of life and it is reported that he is moving with a substantial number of men toward the United States border line. It is said that Villa has stated his determination to become dictator of Mexico within the next thirty days. The above picture is the newest one to be received of this Mexican bandit.

Germany Cuts Off All Negotiations On Schemes For Relief

Britain Allows Temporary Aid For Servia; Leaves Future To Central Powers

(Reuters' Agency War Service)

London, August 11.—An official communiqué issued today states that Germany has declined to negotiate further regarding the offer made by the Allies with respect to the relief of the occupied territories. Great Britain has agreed to the release for the Servians, if necessary, of 2,000 tons of Rumanian grain controlled by the Allies, but has informed the Central Powers that, as they possess enormous stocks of food-stuffs in Rumania, they must provide for the Servians in future.

AUSTRIANS REELING, BUT GERMANS STILL STRONG

Collapse Of Big Partner Is Not Near; Experts Deprecate Undue Optimism

(Reuters' Agency War Service)

London, August 10.—Undue optimism arising from the successes achieved by the Allies is deprecated by experts, who point out that the Italians must still conquer the bulk of an extensive natural fortress, before reaching Trieste and that the fall of Stanislau, which would cut off railway communication between the enemy's armies north and south of the Dniester, is not likely without severe fighting. Though Austria seems to be reeling, the collapse of Germany is not near.

BRITAIN'S RESERVES

(Reuters' Agency War Service)

London, August 10.—Regulations have been issued for the formation of a training reserve, composed of surplus recruits, in order to supplement the regimental reserves. The training reserve will be available to supply any battalion whose own reserves are exhausted. The training regiments will bear numbers instead of names.

Government to Investigate Big Seizures of Opium, At The Request of Taoyin Chow

He Asked Favor of Free Customs Pass on Call Of Yunnan Governor; Wanted Him to Store Luggage

In connection with the opium seizures of the week and the arrest and imprisonment of four Yunnan legislative and military officials, it developed yesterday that a thorough investigation by the Peking government authorities is forthcoming. The request for an investigation was made by Taoyin Chow Chin-isen through General Feng Kuei-chang and the civil governor at Nanking, Chi Yaeling.

"I invited them to dinner for the evening of the fifth, but they declined saying they were too busy. I arranged a dinner for the following evening and five of them were present.

"On the following morning I was informed that all of the party had gone to Hangchow. That evening I received a telephone message that local officials were demanding an inspection of their baggage at the Hupeh Road hotel. Mr. Yang, my secretary, went immediately to Hupeh Road and was shown four cases of opium which the investigating party had found. When he saw it he told the officials that the Taoyin had nothing to do with it and that they should take it away.

Asked to Store Luggage

"The next morning I received a telephone message from a local friend of a member of the Yunnan party, asking that the party be allowed to store certain luggage in the Yamen. I replied saying we had only a limited space at the Yamen and that they might find room elsewhere.

"That afternoon I was informed by my secretaries that motor cars had delivered some cases to the vacant house adjoining the Yamen. I had used the adjoining house for four months ago when I took quarters in Mandalay Road. I do not own the property, nor have I any control of it.

"The second raid was made that night by the Chinese officials. They were accompanied by a detachment of the Chapel police. The police refused to take part when they discovered they were in front of the Taoyin's Yamen. They had not known their destination when they were requested to take part in the raid. Mr. Yang, my secretary, met the gentlemen and informed them that we had no opium in the Yamen. The party commenced a search of the buildings about the Yamen, and soon found the opium.

"I can only say that it must have been the desire of the owners of the opium, whoever they may be, to get the contraband into the Chinese City that prompted them to place it in a vacant building adjoining the Yamen. Concerning the arrival of the party I was interested only in the welfare of the visitors and not their luggage."

"One secretary and the servants took charge of the labels and the baggage while the Yunnan party and my secretaries drove to the Hupeh

Forty People Killed In Oilship Disaster

s.s. Eleftheria, with 1,200 Passengers on Board, Catches Fire Off Greece

(Reuters' Agency War Service)

Athens, August 11.—The s.s. Eleftheria (?) 921 tons), bound from Salonica for Volo, with a cargo of petroleum and 1,200 passengers, mostly Greek demobilized soldiers, caught fire off Skiatos and her boiler exploded. Forty persons were killed and many injured. The captain succeeded in beaching the vessel.

Japan Will Support Allies' Trade Plans

(Reuters' Agency War Service)

Tokio, August 12.—The joint Chambers of Commerce of Japan, which was attended by the presidents of the chambers of all the cities, passed a unanimous resolution to support the decisions of the economic conference at Paris.

M. Nakano, addressing the meeting, dwelt on the advantages of the Russo-Japanese agreement.

Baron Ishii made a speech in which he congratulated the meeting upon its decision to support the conference. He said that it would encourage the Government to find that the merchants would fully support its policy in connection with the situation in Europe. The Chambers of Commerce in the countries of their Allies would be notified of the decisions of the Japanese Chambers of Commerce.

Kut Prisoners Send Letters From Angora

Traveller Tells Of Terrible Journey; Turkey To Be Held Responsible

(Reuters' Agency War Service)

London, August 10.—A traveller saw the prisoners captured at Kut proceeding to Tarsus. They were in very poor condition, being merely skin and bone. Forty officers are in hospital at Tarsus.

They are well attended, but the Turks have very few medical supplies. Reassuring messages, however, have been received in England from prisoners at Angora.

In the House of Commons, today, Lord Robert Cecil said that the Government had warned the Porte that it will be held personally responsible for the safety of British prisoners in Turkey. Mr. H. W. Forster said: "We have now 425 Turkish officers and 9,595 men as prisoners in our hands, exclusive of those recently captured in Egypt."

LIANG CHI-CHIAO HERE

Mr. Liang Chi-chiao has arrived in town with his daughter and son-in-law, Mr. K. H. Chow, from Hong Kong. He was entertained by prominent Chinese last night.

KUROPATKIN TO TURKESTAN

(Reuters' Agency War Service)

Petrograd, August 10.—General Kuropatkin has been appointed Governor-General of Turkestan.

Chamberlain's Widow Weds



MRS. JOSEPH CHAMBERLAIN. ©INT'L FILM SER.

Mrs. Joseph Chamberlain, widow of the famous Birmingham statesman, has been married to the Rev. William Hartley Carnegie, Rector of St. Margaret's and Canon of Westminster since 1913.

Before her marriage, Mrs. Chamberlain was Miss Mary Endicott, of Boston. Her father was William E. Endicott, Secretary of War, under President Cleveland. Mrs. Chamberlain went to the United States in May for a visit to her family in Massachusetts. It was her first trip to the United States in over 25 years.

DENMARK SOLD ISLANDS FEARING COMPLICATIONS

Puzzle Would Have Been What To Do If U. S. Had Seized Them

(Reuters' Service)

Copenhagen, August 10.—In the debate in the Rigsdag on the Bill ratifying the sale of the Danish West Indies to the United States, Minister explained that the motive of the sale was the danger of eventual complications if Denmark continued, as in 1913, to decline the offers of the United States.

The Minister of Finance, replying to the criticisms of the Opposition, asked what Denmark would do if the United States seized the islands. The debate was adjourned.

Mail Notices

MAILS CLOSE

For Japan:—

Per N.Y.K. s.s. Yawata M. Aug. 15

Per N.Y.K. s.s. Kumano M. Aug. 16

Per R.V.F. s.s. Simbirsk Aug. 18

Per N.Y.K. s.s. Hakui Maru Aug. 18

Per T.K.K. s.s. Shinyo Maru Aug. 18

For U.S., Canada, and Europe:—

Per T.K.K. s.s. Shinyo M. Aug. 18

Per R.M. s.s. E. of Russia Sept. 3

Per C.M. s.s. China Sept. 8

For Europe, via Suez:—

Per P. and O. s.s. Nore Aug. 20

Per M.M. s.s. Athos Aug. 24

Per M.M. s.s. Armand Behic Sept. 1

Mails to Arrive:—

The French mail of July 9 is due at

Hongkong this morning and here at

6 a.m. on August 16. Left Haiphong

on August 11, per M.M. s.s. Armand

Behic.

The American mail is due to arrive

here on or about August 17, per C.M.

s.s. China.

The French mail of July 23 is due

at Hongkong on August 24 and here

on August 25. Left Port Said

on July 29, per M.M. s.s. Forthos.

TRUCE FOR THREE DAYS IS DECLARED AT CANTON

Fresh Trouble in Szechuan; Irregular Force Threatens Mowchow City

(Reuters' Service)

Hongkong, August 12.—Through the mediation of the nine charitable institutions of Canton, a three days truce has been declared.

Chungking, August 12.—Trouble is brewing in the Mowchow district, where a force of irregulars is threatening the city. There is much unrest at Lfan, Wilku, and Wenchuanhsien and also a series of disorders among the tribes west of Lfan.

To Peiping Canton

Ostasiatische Lloyd

Peking, August 12.—A Presidential Mandate urges Lung Chi-kwang, acting Tschun of Kwangtung, to immediately transfer his seals to Lu Yung-ting after the latter's arrival.

Li Lieh-chun is instructed not to renew hostilities.

It is stated in financial circles that the revenue received from the Customs, silk, and salt offices amounts to 5,660,000 Taels for the month of July.

Tsai Ao Seeks Health

Chungking, August 10.—General Tsai Ao, the new Tschun of Szechuan, after a short stay in the provincial capital, has returned to Chungking, from where he will leave for Shanghai or Japan, to restore his health.

During his absence, Lo Pei-hsin, Military Commissioner, will be acting Tschun.

VENICE BOMBED

(Reuters' Agency War Service)

Rome, August 10.—An official communiqué reports: Two persons were killed and some damage done by a hostile air-raid on Venice.

London, August 10.—An Austrian communiqué reports: Twenty Austrian aeroplanes dropped 3½ tons of bombs on Venice, causing great destruction and a dozen fires, one among the cotton-mills being visible for twenty-five miles.

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Cannon From Three Sides Hammering at Guillemont; Prepare New British Move

Hold All Positions for Further Progress at Pozieres; Bazentin Rush Costs Germans Dear

(Reuter's Agency War Service)

Paris, August 11.—The official communiqué issued yesterday evening reported: The day was quiet, except for a lively cannonade north of the Somme and in the region of Thiaumont. Bad weather continues to hamper operations.

The communiqué this afternoon reported: We destructively bombarded the enemy's organisations north of the Somme. There were only minor operations elsewhere.

French air-squadrons bombed the railway-stations and barracks at Vouziers and the railway-station at Bapaume.

The communiqué this evening reported: North of the Somme, several German trenches were brilliantly stormed this afternoon. A fortified quarry and two small woods north of Hem Wood were also captured by the French, who established a new line on the saddle south of Maurepas and along the Maurepas-Ham road.

There was an intense artillery duel south of the Somme and a bombardment on the Verdun front.

A German aeroplane was felled south of Douaumont by an American pilot.

The British now hold all the positions necessary for further progress on Pozieres Plateau, but they must consolidate their conquests before again attacking. The approaches to Guillemont have been the scene of an epic struggle.

The vigorous British attack was barred by the Brandenburger and, for six hours, a hand-to-hand combat ensued, at the end of which the resistance of the enemy had appreciably weakened. The British advanced towards the village and reached its first houses at night-fall, fighting continuously.

Meanwhile, the French diverted the enemy contingents adjacent to Guillemont. The progress made enabled the Anglo-French forces to menace and bombard the village on three sides and the enemy remaining are not likely to hold out long.

London, August 11.—General Sir Douglas Haig reported yesterday evening: The position is unchanged. Parties of the enemy advancing south of Martinpuich were repelled, with trench-mortars and maxims and no attack developed.

Our aeroplanes continued to bomb enemy billets and other points of military importance. Several enemy machines were driven down in hostile territory, in the course of many aerial combats, yesterday. Three of our machines did not return.

General Haig reported this afternoon: North of Bazentin-le-Petit and north-west of Pozieres, we made progress.

North of Bazentin-le-Petit, we inflicted considerable loss on the enemy in taking the trenches, a determined counter-attack on which was repulsed, with heavy loss to the enemy.

We successfully raided a ruined farm within the enemy's lines south of Ypres.

General Haig reported this evening: The situation is unchanged between the Ancre and the Somme. There was normal trench warfare on the rest of the British front.

Besides numerous daily raids, the Royal Flying Corps has recently made successful long-distance raids on the Zeppelin sheds at Brussels, the railway sidings at Mons, the railway-sidings and air-ship sheds at Namur and the railway stations of Busigny and Courtrai, both of which have been twice attacked. Only two out of sixty-eight raiding machines failed to return.

Battle of Somme Most Terrible of the War

(Ostasiatische Lloyd War Service)

The Deutscher Übersee Dienst states: Berlin, August 8.—The correspondents on the western front unanimously describe the battle on the Somme as a terrific and gigantic struggle, the most terrible one they ever saw. The initial successes were caused by the fact that the enemy attacked with tenfold superior forces.

In the meantime, the German reserves and their heavy artillery arrived and stopped further hostile advances. Since July 20, the enemy have continued in vain to throw fresh troops into the fighting line. The correspondents agree that this is a useless sacrifice.

At Verdun, every German success shortened the line besides the conquest of terrain around the fortress, which is very important. The French were thus forced to make violent counter-attacks, which caused huge

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losses. This means a great tactical difference between the attacks against Verdun and on the Somme.

On the Somme, the small hostile advances dented the front, lengthening it. The advanced hostile detachments were shelled by the Germans from two and sometimes from three sides. The correspondents have the opinion that this war theater has been chosen because the railroad center of Amiens lies behind the Franco-British front and also because the French and British front joins here.

The much-discussed letter attributed to Professor von Stengel in Munich has proved to be a false one. The original was signed "Stengel, Vienna," and a detailed address was given. The Socialistic Arbeiterzeitung of Vienna states that not only the difference in the Christian name and in the address proves the fault, but also that no Professor Stengel resides at the address given.

'Germany Remains Calm'

New York, August 9.—A Berlin despatch to the New York World emphasizes that, while the pressure gauge of the foes of Germany on every front is registering the highest point, Germany remains calm and quiet. Her mind is unshaken.

The course of the military crisis and the collapse which is alleged to be observable from without is not at all apparent from within Germany. It is considered that the battle on the Somme has passed the high-water mark.

The Germans estimated the losses of their foes at the lowest to be 350,000 men. The allies have forced the Germans back to an average of 2½ miles on a front of less than 20 miles. The French pressed the Germans back by 5½ miles, but on a very narrow front.

A telegram from Budapest to The American says that the feeling generally prevailing there is that the war is not lost, though it will last through the coming winter. The despatch quotes the Hungarian statesman Count Apponyi, who said that he fully expects that common sense will exert itself soon, as it cannot longer be concealed from the British and French public that the great offensive has failed to achieve results and that the Russian drive has been checked.

He points out that the utmost energy of the Entente has been expended without their coming to a decision. A peace made ten years hence would in no way differ from one made now.

Immense Human Reserves

A striking contrast to the reports from anti-German sources of Germany'swaning military strength is presented by Berlin despatch to the New York Times, giving details of the immense human reserves wherewith Germany enters the third year of the war. The despatch says that there than a million new troops are constantly training in the new barracks throughout Germany. Youngsters of the 1917 class, which, according to an advance muster, is expected to yield half a million high standard types, have not yet been called to the colors, and there is no possibility of their being called before 1917.

Of the 1916 class, only 60% have so far been called to the colors. In addition, more than a million able-bodied men between 19 and 45 can still be thrown in the field, as the age limit for active service has now been raised from 45 to 50, for which, at present, however, there is absolutely no time. The probability is, over four million men between 18 and 50 would be available.

The improvement of the food conditions in Germany is strikingly illustrated by the practical success of an experimental mass feeding in Greater Berlin, during the first months of the existence of the centralised kitchens. A telegram to the New York Times from Berlin says that the initial registration was disappointing to the authorities, who had made lavish arrangements and equipped plants for feeding hundreds of thousands of persons if necessary.

During the first two weeks, the number of registrations increased.

Now, it has now shrunk to one-half of the original number, which,

in view of the fact that municipal food is offered at and below cost prices, indicates that, at present, there is neither widespread need nor demand for municipal food.

Insect Destroys Half of the Kaoliang Crop In Taianfu District

Special Correspondence of The China Press

Taianfu, August 10.—The summer has been unusually dry and although we are in the midst of the rainy season the farmers are compelled to irrigate and where there are no wells the prospects are not gilt-edged. To make matters worse the kaoliang crop has been attacked by a small, white bug that has destroyed the leaves and will reduce the crop of grain by more than one half.

In the redistribution of the soldiers recently several companies were unloaded here to await further orders. Some of the large Pilgrim inns are filled with the soldiers and as there is no suitable drill ground their time is spent in idleness but no trouble has resulted.

From the western half of this province about a hundred men have gathered on the mountain here for a Summer School under the auspices of the Shantung Missionary Federation. They are using temple buildings this year but hope to get permission to erect suitable quarters before time for the class next year. This old mountain is a cool and attractive place for meetings and conferences and it is hoped that arrangements may be made so that many such gatherings may be held here. The bungalows erected by the missionaries are all well filled this year and it has been impossible to accommodate all who have wanted places.

ZEPPELIN CRIPPLED

(Reuter's Agency War Service)
Amsterdam, August 11.—The Telegraaf states that a badly damaged Zeppelin, coming from the west, has descended in Belgium.

Doiran Bombed By French Gunners

Occupy Hill To South And Railway Station Five Miles To East

(Reuter's Agency War Service)
Salonica, August 10.—The French have opened a bombardment of the town of Doiran.

The French have advanced and occupied a hill to the south and the railway-station five miles to the east of Doiran.

Paris, August 11.—General Sarrail is formally appointed Generalissimo of the allied forces at Salonic. General Cordonnier commands the French army at Salonic.

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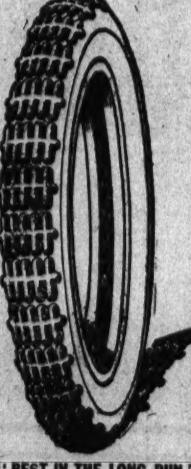
11A NANKING ROAD

State room plan now on view

Should there not be sufficient passengers, the s.s. Hsin-Ningshao will not make the trip and money will be refunded to those who have booked.

BOOKING WILL CLOSE WEDNESDAY, AUGUST 23rd

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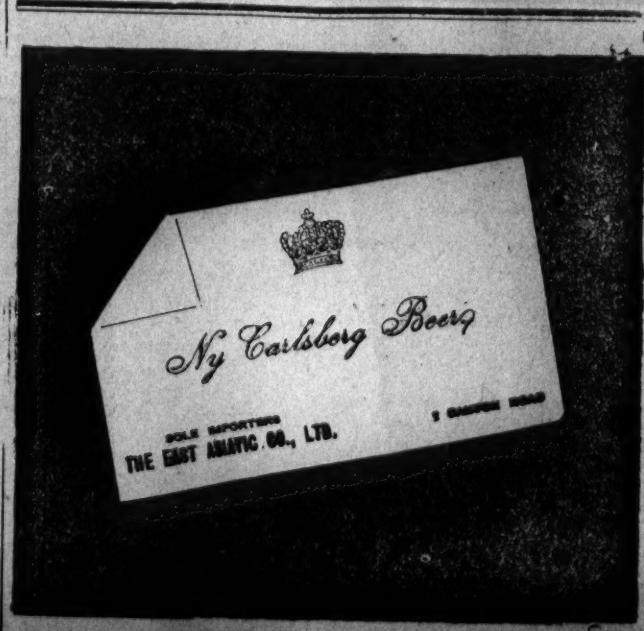
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Close Study Made of New Offensive Begun by Allies

Plan to Attack Any Desired Part of Opponents' Defence While Holding Line in Force

London, July 8.—Regarding the new Allies' offensive, careful inquiries from most reliable sources make the matter clearer than is generally understood by the public. The Central Powers, it will be remembered, originally stood within a circle, to any segment of which they could easily dispatch troops either for offense or defense. When Turkey and Bulgaria were brought in a long handle was added to the circle stretching from the Austrian border, through the Balkans and across the Bosphorus to Asia Minor, even to Bagdad. The Bulgarian and Turkish armies were added certainly to the Central Powers but the line to be defended was increased out of all proportion with the result that competent military critics declare that an enormous danger was imported into the situation.

At the beginning of the 1915 campaign the Allies were without reserves of material and this manifested itself in the inability to undertake an offensive on the West and in the disastrous retreat of the Russians on the East. During the latter part of 1915 and the whole of the present year the Allies' efforts have been devoted to accumulating an enormous amount of material and the concentration of a mass of troops. The present offensive is understood to be the initial result.

The intention, apparently is not to break the German line in a spectacular manner, this entailing a vast loss of men and material with the only result of uncovering fresh defenses in the rear of those occupied.

The plan, as well-known neutral diplomats put it, is much more methodical; much surer if successful, and even if unsuccessful can scarcely result in any disaster. It is to launch strong attacks on any desired part of the enemy's line whilst holding the full extent of his line in force. Then if he attempts to shorten the line in order to consolidate his position at any point attacked he may find himself struck by a new attack at a weakened point. By persistently threatening his whole line and holding it with a force superior to himself the Allies hope gradually to wear down his resistance and exhaust his resources, the plan being calculated to do the greatest damage to the Central

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Venizelos party, which includes the vast majority of a nation clamoring for intervention on behalf of the Allies, whilst on the other hand he has the support of the vast mass of Greek officers trained like himself directly in Prussia, or in accordance with Prussian views of strategy. The Balkan nation has no political voice.

Its voice is the King, and when the King has filled the principal civil offices with his personal adherents he controls the situation absolutely through the nomination of an army officered at all events in its higher grades by men devoted to himself. This was the situation which enabled King Ferdinand of Bulgaria to take the position he did, but it is no secret amongst those who understand Bulgarian politics that at the first defeat of the Bulgarian armies the nation's representatives will sue in Petrograd for forgiveness.

Similarly, any serious failure of the Central Powers to maintain their position would be followed by a weakening of King Constantine's opposition and by his endeavor to obtain from the Allies some compensation for Greece for losses undoubtedly entailed in the event of defeat of the Central Powers, by his stubborn maintenance of neutrality.

The Turkish resistance will, of course, crumble with the Bulgarian resistance and will moreover crumble instantly and rapidly owing to

their inability to obtain military material.

Already the Arab revolt is regarded by the Allies as the first sign of coming near an eastern debacle when Enver Pasha and Talaat Bey will have to account for their Armenian as well as for their military policy.

The economic condition of Austria is regarded as extremely critical and her resources in men are running very low. It is Germany, therefore, that must bear the weight of the coming attack, which, if these calculations are correct, is not to be pushed to a temporary theatrical victory, but is to be carried on by relentless and steady pressure on all fronts until the final collapse comes.

The allied war offices do not, of course, give away their secrets, but this is the view of the campaign taken by those able to speak, who are best qualified to judge the meaning of the campaign just starting.

MILITARY AND POLITICAL

On The Russian Front. By R. Scott-Liddell. Simpkin, Marshall.

8s. 6d. net.

Mr. Liddell, who saw the great Russian retreat of last summer as a "Polish Red Cross Volunteer" and as a newspaper correspondent, gives a very lifelike picture of the Russian linesman.

The Aftermath of Battle. With the

Red Cross in France. By Edward

D. Toland. With a Preface by Owen Wister. Macmillan. 3s 6d. n.

A diary of young American's doings in hospital work in Paris and at the front (Compiègne, Monididier, &c.) in the early part of the war. It is closely and vividly written, appealing especially to those interested in the medical side of war. But it should be borne in mind that it only concerns the first six months of the war and is therefore late in its appearance; the criticisms of French hospital organization have become out of date. Many photographs.

The Fighting Territorials. II. By Percy Hurd. "Country Life." 1s.

3d. n.

The first volume of this useful record which takes the units separately and which quotes largely from the narratives of soldiers themselves appeared last December. The present volume includes with much else, the battle of Loos, the charge of the 3rd Londons at Neuve Chapelle; and work of the 4th Londons at Ypres.

German, Slav, And Magyar. A Study in the Origins of the Great War. By R. W. Seton-Watson. Williams and Norgate. 2s 6d. n.

The Causes And Consequences of the War. By Yves Guyot. Hutchinson. 10s. 6d. n.

The German Empire Between Two

Wars. A Study of the Political and Social Development of the Nation Between 1871 and 1914. By Robert Herndon Fife, Jun. Macmillan Co. 6s. 6d. n.

Professor Fife, of the Wesleyan University, U.S.A., was educated in, and has an intimate knowledge of, Germany, to the language and literature of which his educational work in America has been largely devoted. His book is not at all a "war surface."

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CHARLES CHAPLIN

BRITISH FOREIGN OFFICE'S REPLY TO WAR CHARGE

German Claim Against Britain
On Bosnian Crisis Is
Answered

GOSSIP IS MANUFACTURED

England Stood By Russia But
Not To Extent Of War,
Said Sir E. Grey

London, July 1.—The Foreign Office has issued a statement of facts with regard to the attitude of Great Britain in the Bosnian crisis about which the German Chancellor recently made allegations which the German government are attempting to support.

Austria, by a stroke of the pen, states the Foreign Office communiqué, annexed Bosnia and Herzegovina and thereby arbitrarily altered an international Treaty. Great Britain protested against this action and declined to recognize it until the other Powers who were parties to the treaty should do so. But she was not one of the Powers most directly interested, and it was not for her to play a leading role; the diplomatic records in the Foreign Office are concerned rather with the action of other Powers more directly interested at the time, and cannot therefore be published in extenso, but an examination of them contains sufficient to disprove the charge made by the German Chancellor.

The first part of that charge is as follows:

"In the Bosnian crisis Germany averted war. Great Britain showed displeasure at this in Petrograd."

An attempt is made to support this by extracts from dispatches from the German ambassador, based partly on gossip of the conversation of Sir A. Nicolson, then ambassador at Petrograd, at the dinner table.

Sir A. Nicolson is positive that the gossip as to his dinner-table conversation is not true. It appears from papers in the foreign office that some charge was made by the German Chancellor during the Bosnian crisis that the attitude of the British embassy at Petrograd was not such as to promote peace; this was brought to Sir A. Nicolson's notice and in a private letter to Sir E. Grey on March 9, 1909, he writes:

"I know perfectly well, as it has been mentioned to me from one or two quarters, that there is an impression that I encourage him (the

Russian Minister for Foreign Affairs) in an anti-German and anti-Austrian line of policy. This is absolutely untrue. I have spoken freely to Iswolsky as to the difficulties which d'Arenthal has created, but I have never gone further than was justifiable or indeed beyond what has been said in London to Metternich and Mensdorff. I have never urged him to adopt a line which might widen the breach between him and Vienna."

This was the line consistently followed by Sir A. Nicolson throughout.

It remains to deal with the charge against Sir E. Grey.

The special charge made by the Chancellor against him personally is as follows:

"Sir E. Grey declared the belief that British public opinion would have approved war by Great Britain on Russia's side."

Sir E. Grey never made such a statement with reference to the Bosnian crisis at a dinner table or elsewhere. In a review of the situation sent by him to Sir A. Nicolson on February 27, 1909, the following passages occur:

"Nothing except economic concessions can be obtained for Serbia without a successful war. Unless Serbia renounces territorial claims there will be war. I understand from M. Iswolsky in October that these claims would probably have to be abandoned in the end. I made it clear that we would support Russia in getting what could be obtained by diplomatic support, but that we would not press things to the point of war." And again:

"We are of opinion that to risk for Servian territorial claims a war which might eventually involve the greater part of the continent of Europe must be out of all proportion to the interests at stake."

The statement respecting Sir E. Grey made by the German Chancellor and supported by extracts from dispatches of German Ambassadors, based apparently on untrue hearsay or malicious gossip at the time, is absolutely false and deserves what has been said of it in the House of Commons.

The impression left by the records of 1908-9 is that war was averted in 1909 because Russia was reluctant to press Servian territorial claims against Austria to the point of European war. This point of view was also that of the British government and they never deviated from it. Had Germany taken a corresponding view in 1914, when Austrian demands upon Serbia were pressed to the point of extinguishing Servian independence, war would have been averted then.

'FAMINE WELL ORGANIZED'

Dutchman Living in Germany Tells
Of Food Situation

Amsterdam, via London, July 9.—A Dutchman living in Germany, who has arrived here, in speaking of the general situation in Germany, said:

"Their organization is wonderful. They are organizing themselves to death and for the moment we have the most brilliantly organized famine that ever was."

THE MISSING JOINT

Story of an Interrupted Kansas
Snake That Resumed

(From the Learned Tiller and Toiler)

Enoch Chase had a peculiar experience last week while taking the logs out of the old dugout on Mel Hicks' south eighty. He ran across a joint snake down between the logs and hit it with a spade. Of course every joint flew apart and started to wiggle off.

Enoch, just for a joke, picked up one of the joints and put it in a bucket and then slipped behind the logs and

waited to see what would happen. In about ten minutes he heard a sort of low whistle and then a rustling. The head of the joint snake came out of the weeds and looked around. It then made a peculiar whistle and another joint backed up and fastened on to the head.

The head whistled twice and joint No. 2 came out, and so on, so many whistles for each joint, until it came time for the one Enoch had in the bucket. At its call the thing thrashed around in the bucket like all possessed, but couldn't get out. Of

course, without the joint that fit, the snake couldn't get together.

Enoch said the last he saw of it

the head had taken charge of one half and the tail the rest and had

gone off in different directions to hunt up the missing joint. Enoch got almost home with his joint when an automobile booted down the road,

This either scared the joint or it was its couplin on signal, for Enoch says it managed to flop out of the bucket and get away in the tall grass.

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Read this letter

Department of Philosophy,
Soochow University

7th December, 1915.

Ellis G. Brode, Esq.,
Shanghai.

Dear Sir—

In reply to yours of the first, I may say that we are all greatly pleased with the "Brascolite" fixtures in our new Church. I sent a sketch plan of the auditorium to the Luminous Unit Co., and on their advice purchased six large fixtures for the auditorium. We have twenty-four smaller fixtures in the rest of the Church, Sunday school room, stairs, landings, pastor's study, choir room, etc. As there is nothing else approaching them in the way of modern fixtures in the city, they naturally attract much attention and are greatly admired.

Very truly yours,
W. B. Nance

Philip Gibbs By G. K. Chesterton

When I last met Mr. Philip Gibbs, perhaps the first and finest war correspondent this war has produced, there was little apparently about him and his surroundings to suggest his distinction in this department, though he had already gained distinction in many. It was, if I remember rightly, at a small debating club in the days of peace, at which I had to speak about something, and was speaking as best I could about something else. He sat in the front row, with a grave expression which is somewhat habitual with him; and he made me nervous, I do not think that I was afraid that he would say anything, but only afraid that he would not. I had and have a particularly high opinion of his judgment, especially as a critic; and he looked like a critic, more distinctive and perfectly than he looked like anything else. His features are very fine after the fashion of what I can only call a delicate falcon—a falcon not in the best of health. His expression is at once sensitive and incisive; and he dressed in dark clothes too unobtrusive to be called dapper, but more deliberately respectable than is the rule of Fleet Street. He looked like a grave and gifted man of letters; but he looked, superficially at least, as if he were rather for the study than the stage, as the bad critics say about Shakespeare.

They would also, it would now be generally admitted, have been bad critics about Mr. Philip Gibbs. But nobody could possibly have looked less like the war correspondent of Victorian tradition, who was something between a bushranger and a commercial traveller. He had written some admirable novels, about places on which his soul had perch'd like a bird; a story about the flats beside Battersea Park, a story about Fleet Street called "The Street of Adventure." The bird was to perch in stranger places.

The Ambassador of Fleet Street

Some will see an element of irony in the fact of the finished man of letters, who described the modern Grub Street as "The Street of Adventure," should since then have been dragged by destiny, or rather duty, through streets of appalling adventure after the manner of those of Landreies or Guise; streets that were sometimes blocked by standing crowds of corpses, like a dead mob risen against a dishonored leader. But it may well be maintained that a man who saw no romance in Fleet Street would see none in France. That more contact with military processes does not breed the battle-painting imagination which makes a great war painter or a great war correspondent, a very little experience would be sufficient to show. It would be almost enough to look at a row of the portraits of Prussian generals, whose wooden faces even their worshippers have the artistic instinct to reproduce in wood.

The Germans, indeed, have prided themselves on eliminating those elements in war which are the

material of any; they claim (or claimed as long as they could) that their military movements were inevitable rather than unconquerable. Their ideal was not even militarism, but rather clockwork. It has already suffered the grave disadvantage of clockwork; which is that when a clock goes wrong it cannot put itself right. And the German will believe his stopped clock against the stars; though visibly and in all their courses they fight against Sisera. Unfortunately this mechanical modern way of dealing with great human events has not been confined to the Germans, though, like most other mistakes of modern England, it has largely been borrowed from them. A bad custom has crept in recent times into political as well as military criticism; a custom of treating collective humanity as if it were dead merely because it is corporate—and ought to be most alive. Material and even mechanical metaphors have been used, both in peace and war, for things of which the spirit and the will are or ought to be the very essence. In politics men talked of "the swing of the pendulum." In military criticism they talked of "the turn of the tide." Yet surely the citizen ought not to be imagined as hanging in mid-air on a string (unless he be a very provocative specimen) and swinging heavily and helplessly to and fro. And those human seas which we call armies do not ebb and flow by blind necessities inferior to the soul of man. They are alive; their waters can flow up hill; their high-water marks are the ends of the earth; and they "owe no homage" unto the moon.

It is in this light especially, I think, that we who knew him in Fleet Street in the quiet times have pleasure in regarding the distinguished writer who is, for us at least who knew him, the ambassador of Fleet Street at the front. While working under extraordinary circumstances with an almost fiendish efficiency, especially in the matter of speed (only the other day he sent 5,000 words of vivid and quite detailed description of the British attack, in a time which would have been normally adequate for a mere general announcement of it), his work in every word of it is that of a writer and not a reporter; and is penetrated everywhere with that nameless spirit which makes and will always make the pen something more than a machine or even a mere tool.

The original Street of Adventure, which now looks so small upon the map, does after all give something without which all adventures are nothing more than events.

And this truth that war is after all a thing of will at its root, and only on its surface of routine, is only another way of saying that war description can be artistic because it is spiritual; for the word artistic is here much less misleading than the rather battered word "picturesque." The tedious lie which tells us that modern war is dull and dehumanised, a thing merely of unmeaning movements and unthinkable distances, is a catchword lingering out of the talk

in the time of peace; it is not an experience of the war itself. It has gone the way of many other legends of Pacifist manufacture, like the legend of an unconquerable Germany. But if there had been nothing else to damage it, the pen of Philip Gibbs would have destroyed it altogether. From the vivid glimpses he has given we should already have understood that a great war means many small battles or even duels. We should have known that a war of trenches does not merely mean a war of telescopes but often means a war of bayonets. And a war of the bayonet can occasionally mean something very like what our fathers have talked about as a war to the knife.

But it is a fact almost equally important, and a fact which will become more and more important as the whole history of these times falls into perspective, that while he was not afraid of being picturesque, he never in evil times and under evil examples attempted to achieve that result by being panicky—or what it is considered more polite to call "pessimist." He was one of the very first in the field, appearing behind the French lines immediately on the declaration of war as representative of The Daily Chronicle, a newspaper with which he has long been associated. He therefore saw with his own eyes that disastrous beginning of the war which looked very like the disastrous end of it. He stood close to the catastrophe when the line of the great Alliance went down at Mons; and an armed empire seemed bearing down on Paris like a doom. His dispatches from the front were full of facts and images calculated to make us imagine the meaning of a retreat; but he added no needless word to make us despair of it. Above all, anyone reading his account, down to its most pathetic

intimacies of pain and labor, kept firmly in mind the impression that the process under consideration was a retreat, and not a rout.

The writers upon the Yellow Press seemed really to be under the impression that the two things are the same; and even people more reputable and patriotic than they are were ready to treat the difference as one of degree, and therefore to excuse the falacy as a form of exaggeration. Of course the difference between a retreat and a rout is not in the least one of degree; it is as absolute a difference of kind as the difference between moving the king out of check and kicking over the chess board. A retreat is an ordered movement for the taking up of a new position; it is accompanied with certain difficulties because it is a retreat; but those difficulties may, under certain circumstances, equally accompany an advance. A rout is, generally speaking, the end of an army; and it is one of the blackest marks upon our history that during the strained and difficult operations after Mons the end of the British Army was practically announced in a British newspaper. The account of the rout was almost as much of a national shame as the reality of the retreat was a national glory. Then men who wrote or published it would probably have described the incident of the Birkenhead as a mutiny like that of the Nore.

Mr. Gibbs's War Work

In the war work of Mr. Philip Gibbs nothing has been more admirable or more characteristic than the tone—a tone which has from the first been a corrective to such pessimist hysterics; a tone which can

only be described as a sober exaltation.

He really writes of tragedy in the right way; if he were too

close to frightful things to be

frightened of them. With something of that moral and spiritual

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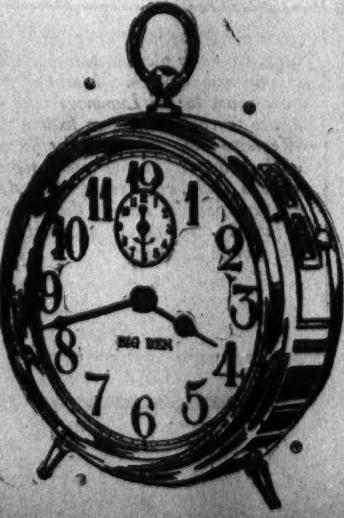
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"It would seem that despite the large number of new houses and other buildings which are being and have been erected, the supply is still below the demand. During the last six months a monthly average of 255 blocks of buildings under construction in different parts of the Settlement has been maintained. This figure will give an approximate idea of the amount of inspection work which has to be carried out by this department."

Reprinted from

The China Press of July 20, 1916

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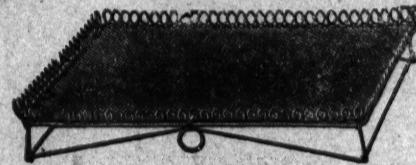
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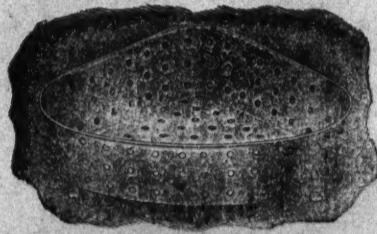
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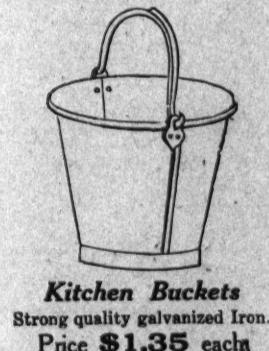
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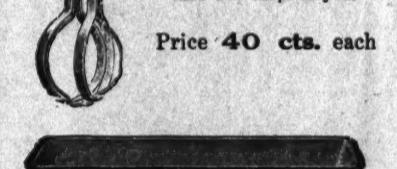
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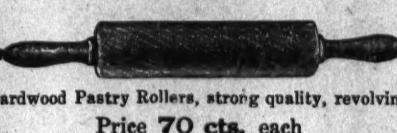
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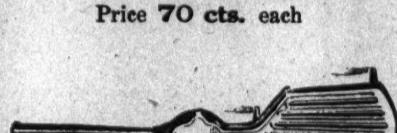
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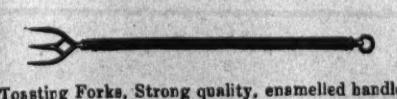
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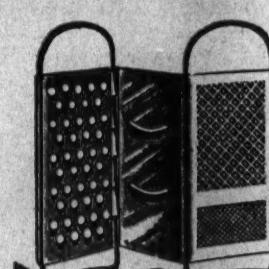
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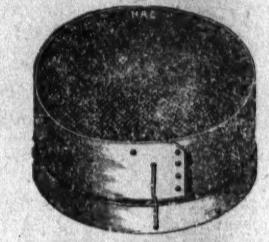
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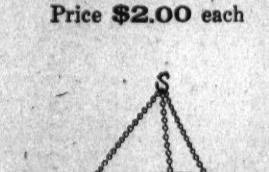
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Norman Angell Asks Some Questions

"Why are these elementary objections to the whole scheme not voiced more vigorously than they are by British newspapers and public men as a whole?"

"One may hear objections in plenty expressed privately by men of standing and authority; but for the most part they refrain from giving public expression to their opinions. Again, why?"

Mr. Norman Angell asks these questions in *War and Peace*, in discussing what to him seem the inevitable results of what may be called the "Hughes policy."

"We are today confronted with this fact," says Mr. Norman Angell: "All pretence even of a 'truce' is abandoned by the most powerful section of the English Press. It is now engaged in 'peace talk' which is pro-Prussian in the truest and realest sense of the word, since it is precisely the talk that the extremest and most unyielding of militarists in Germany would desire us to indulge in and which best serves their purposes. The peace terms now in process of being settled by this same group are such as are certain to encourage the enemy now and in the future, and to cause this war to be renewed; and they are the direct violation of most of the professions with which this country entered the conflict."

"This is the plain meaning of the outcome of the Economic Conference of the Allies held in Paris—not necessarily of the document issued by the delegates, but of the various circumstances surrounding that Conference—the kind of agitation for a 'war after the war' which preceded it; the personal composition of the English contingent, the jubilation concerning it shown by all who stand and stood plainly before the war—for Prussianism economic and political, in English life.

"In estimating the real significance of what has just taken place we must distinguish clearly between two mutually exclusive alternatives of the future.

"It is quite imaginable that, after the war, the Allied Powers, together with the neutrals, in a sincere and earnest determination to put an end to international anarchy and create something resembling a real society of nations, might usefully employ the threat of economic exclusion as a coercive measure for dealing with a recalcitrant member. The nations might say to Germany:

"Unless you are prepared to observe the rules necessary for the maintenance of an organised international society you cannot enjoy its advantages. If you are not prepared to recognise certain rights and give such guarantees for their observance as other nations are prepared to give in the way of some equivalent reduction of armament, then our markets will be closed to you."

"That would be a means of making it more advantageous to join a League of Nations than to challenge it; it would make co-operation obviously more advantageous than aggression.

"But those who are most exploiting the Paris Conference and now clamorously insisting upon immediate application of its recommendations are obviously determined to rob the nations of such an instrument; of this means of putting the pressure of great economic interests behind the maintenance of a peace-preserving organisation of the world. Economic exclusion is not to be held out to Germany as an alternative to her participation in international arrangements for reduction of armament or any other policy likely to give the world peace. There is not a hint of this in Mr. Hughes's speeches or in the newspaper advocacy which supports him.

"Far from saying to Germany: 'Your road to open opportunity in the world is through the respect of political freedom,' they make economic success itself a crime to be placed on the same plane as military aggression.

While at the beginning of the war we indignantly repudiated the German accusation that we desired to check German commercial development and were entering the war and using our naval power for that purpose, we are now told by the New Protectionists that we are traitors and pro-Germans.

unless we do that very thing and justify the German accusation. The following passage from Mr. Hughes's speech at the Mansion House on the morrow of the Paris Conference deserves careful study in this connection. He said:—"By giving effect to the resolutions of the Paris Conference we can... strike a blow at the heart of Germany. I believe that rightly used they are a great charter guaranteeing us and the allied nations, and indeed the civilised world, economic independence. And that is what we desire, what we are entitled to, and what we are determined to get. It would be intolerable if, after we had sacrificed millions of lives and thousands of millions of treasure in order to prevent Germany from imposing her will upon us we should slip back into her economic maw."

"It would be difficult to imagine anything more likely to stiffen enemy resistance to the last and to justify, in the minds of the German people, all that Germany's military party urged as to England's desire to destroy German trade as her motive for the war, than the advocacy in which Mr. Hughes and his journalistic supporters are now engaged.

"The enunciation of the Paris policy—if it is really serious—will necessarily render the liberation of Belgium, Poland, Serbia more difficult than ever.

"And—again if it is serious at all—it will have further results in future European policy. Since it is designed to destroy German foreign trade it will compel the German allies to make themselves by every possible means a self-sufficient economic unit, to be independent of the foreign co-operation which is denied them. And to the degree to which in the future they become thus self-sufficient blockade by sea power will lose its effectiveness.

"Today the 'stranglehold' of the blockade has the potential effectiveness which those now most clamorous for the 'war after the war' urge, it is because of virtue of the development of her foreign trade Germany has ceased to be self-sufficient. If she had had no foreign trade in the past, and had adapted herself to conditions of self-sufficiency, it would not matter to her whether she were blockaded or not. And it is precisely this condition of self-sufficiency, coupled with a stimulation of the policy of territorial conquest, which the peace terms now forecast by Mr. Hughes are bound to develop.

"The *Mittel Europa*, which was merely thefad of a few doctrinaires in Germany, opposed not only by Hungarian and Austrian, but by powerful German groups as well, would have behind it the push of elementary instincts of self-preservation. The 'new protection' would inevitably give us a strongly welded economic unit represented by Germany, Austria, Hungary, Bulgaria, and possibly Turkey, Serbia and Poland as well embracing a population considerably in excess of that of, and natural resources of notably inferior to those of, the United States; and like the United States—and unlike the territory of the Allies—an area in which complete Free Trade is likely to prevail, dominated by a people with a demonstrated genius for material organisation, and for whom the hope of future economic well-being lay, not in peaceful and legitimate trade with the other peoples of the earth, which would be denied them, but in a narrow nationalism, in territorial conquests and their retention by the development of military power.

"It is on these foundations that the better Europe and the lasting peace which this war was fought to establish are to be based!" concludes Norman Angell.

Hence Those Tears

"What is the matter, darling?" asked Mrs. Smith, when her small son came to her in tears.

"Papa was hanging a picture and it fell on his toe," responded the child between sobs.

"But that is nothing to cry about," replied Mrs. Smith cheerily, "you should have laughed at that."

"I did," said the boy.

Disraeli Foresaw In 1859 The Crisis Of 1914

SPEAKING on the hustings at Aylesbury, in April, 1859, on the issue arising when Austria demanded the disarming of Sardinia, Disraeli said:

"The day is coming, if it has not already come, when the question of the balance of power cannot be confined to Europe alone. * * * You have on the other side of the Atlantic vigorous and powerful communities, who will no longer submit to your circumscribed theory of authority. The Australian colonies, though how in their youth, but in the youth of giants, have already, as it were, thrown their colossal shadow over Europe. And it is for old Europe I lament, that she is exhausting her energies and her resources in these wars."

"I could wish that she would rather prepare for that awful competition which in coming times she must encounter. I would rather see France and Germany and Russia develop their resources, improve their agriculture, increase their population, and cultivate the arts of life, social and scientific, instead of wasting their strength, risking their stability and sinking, when the era to which I have referred arrives, by their own mismanagement and want of prudence, into an inferior and exhausted position."

"Remember always that England, though she is bound to Europe by tradition, by affection, by great similarity of habits and all those ties which time alone can create and consecrate, is not a mere power of the Old World. Her geographical position, her laws, her language and religion connect her as much with the New World as with the Old. And although she has occupied not only an eminent, but, I am bold to say, the most eminent, position among European nations for ages, still, if ever Europe by her shortsightedness falls into an inferior and exhausted state, for England there will remain an illustrious future. His Heart Sinks for Europe

In a World Crisis He Foresees

"We are bound to the communities of the New World, and those great states which our own planting and colonizing energies have created, by ties and interests which will sustain our power and enable us to play as great a part in the times yet to come as we do in these days and as we have done in the past. And therefore, now that Europe is on the eve of war, I say it is for Europe, not for England, that my heart sinks."

Quoting these prophetic words in the fourth volume of the "Life of Benjamin Disraeli" (Macmillan) in the compilation of which he succeeded the late W. F. Monypenny, George Earle Buckle comments thus:

"A noteworthy utterance indeed, whose full meaning can be much better appreciated in 1915 than in the far-off heyday of laissez-faire in 1859; a year, it may be added, in which there were rejoicings in England as well as in Prussia over the birth of Queen Victoria's eldest grandson, now William the Second, German Emperor and King of Prussia."

Disraeli had also said in the emergency of 1859:

"A war in Italy is not a war in a corner. An Italian war may be, and probably will be, an European war. The waters of the Adriatic cannot be disturbed without agitating the waters of the Rhine. The port of Trieste is not merely an Italian port; it is a port which belongs to the Germanic Confederation, and an attack on the port of Trieste is not an attack on Austria merely, but on Germany."

"If, then, a war spread beyond the precincts of Italy, England is interested, not only from those enlightened principles of civilization which make her look with an adverse eye on any attempt to disturb the peace of the world, but England may be interested from material considerations of the most urgent and momentous character."

A Plain 'No' from Lord Derby; Its Effect on Disraeli's Career

Such utterances and a few others, with incidents here and there, related or otherwise, distinguish a volume which, in general, must be taken to illustrate the peril of carrying a biographical theme so far. The Monypenny-Buckle work, a treasury of reference for English statesmen and other specialists, became with Volume III, something more elaborately complete than the interest of general readers required. Volume IV, covers the period 1855-1868, and as Disraeli lived until 1881, we have in prospect the details of thirteen years more to confirm the monumental character of our structure in print. As to the conditions under which the period now in review opened:

"Lord Derby's refusal to grasp allies would never incur the expense,

to say nothing of any other consideration, of a bombardment. If there were a chance of the foe retiring, Every shell costs £2 (\$10), and 25,000 may easily be fired in a short morning. No destruction of stores at Sweaborgs and Odessas can ever pay for the cost of destruction."

"However, God is great—and much may happen in the next three months. I should think the French visit will end in renewed negotiations. I trust an ignominious peace is not impending over our country!"

What would he say to the cost of a morning's shelling or the siege of Verdun in 1916?

How ever, after the fall of Sebastopol a newspaper article, inspired by Disraeli, contained this:

After Sebastopol, No Longer

An Interest in Maintaining War

"England and France have no longer an object in maintaining the war. They entered on it reluctantly and for a specific purpose—the defense of the Turkish Empire. That purpose has been attained. Circumstances may render it absolutely necessary for them to continue the contest. They cannot force Russia to make peace, but their policy must be, if they remain true to their original cause and professions, to prosecute war only till satisfactory terms of peace can be obtained. The reduction of the Russian Empire was assuredly never contemplated when their alliance was formed."

And continuing on this line: "Though by general consent Disraeli's leadership of Opposition was in a high degree both patriotic and effective, these years of watching and waiting and criticising had their tragic aspect. His genius, abundant as it was on the critical side, was at least as much creative as critical; yet, when it was at its height, its creative side, so far as politics, his chosen sphere, was concerned, was starved, and the critical side abnormally developed. The marvel is that, when, in his declining years, he came tardily by his own sufficient original faculty should have persisted, to enable him to leave an imperishable mark on the history of England and of the world."

Manifestly it is impossible in a single review to follow minutely the record of this long leadership as set down on 600 closely printed pages. Moreover, much of it relates to what in a British sense we might term local issues, such as the long fight over household suffrage. Refreshment is provided in spots by Disraeli's characteristic indulgences in his correspondence, in bits of brisk social gossip. As when, on May Day, 1855, he writes to Mrs. Bridges-Willyams of Louis Napoleon's visit to London:

"Although, years ago, I had seen the Emperor, and not unfrequently, I was very much struck by the smallness of his stature. He did not seem taller than our Queen. I understand he enjoyed his visit very much, and greatly captivated Her Majesty, once so much prejudiced against him. There was immense embracing at the departure, and many tears. When the carriage door was at length closed, and all seemed over, the Emperor reopened it himself, jumped out, pressed Victoria to his heart, and kissed her, on each cheek, with streaming eyes. What do you think of that?"

"I was greatly disappointed with the Empress. For me she had not a charm. She has Chinese eyes, and a perpetual smile or simper which I detest. I understand she is very natural—too natural for a sovereign, and that Napoleon looks sometimes as if he would be pleased with more reserve and dignity. She was always playing with the royal children, who doted on her, and was sometimes found sitting on the edge of the table! What do you think of that? The courtiers were horrified."

Of men about him in those days, Disraeli said in table talk at a luncheon party:

'Gladstone, Bright and Myself.'

The Most Energetic in the House'

"I have always thought Gladstone, Bright and myself the three most energetic men in the House. I have watched Gladstone very carefully and am convinced that his strength of will is inflexible. Bright is sometimes blunt, but his eloquence is most powerful. He has not the subtleness of Cobden, but he has far more energy, and his talents are more practically applied. The session is at an end. Old Palmerston has taken the hint we gave him recently, and shook my hand yesterday so warmly that I am disarmed until November."

"With the exception of old Palmerston, who for a man of seventy still displays astonishing energy, the present Cabinet has neither an orator nor a debater. But the old man is desperate, who clings convulsively to power, because he feels that he would have no prospect of ever coming in again if he were now ousted."

Writing from Torquay, August 21, 1855, of Crimean news, "not so good as it seems on the surface," he said: "I doubt whether Sweaborg is more than another Odessa, and the revival of the bombardment of Sebastopol seems to contradict the prevalent idea that the enemy was about to vacate the south side. The

Louis Napoleon on Disraeli;

Prince Albert on the Emperor

"Disraeli apparently did not impress the Emperor so much as he never ruffled her susceptibilities."

Referring to the British statesman's relations with the head of the French Empire:

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Bringing Up Father

By George McManus



Disraeli Foresaw In 1859 The Crisis Of 1914

(Continued from Page 8) them, from Chateaubriand to Guizot, wished to do, and perhaps thought ignorant of the world, talking well, he had done. At any rate, Louis but nervous when the moment of Napoleon, a couple of months later, action arises. A singularly inept told Malmesbury that his opinion of judgment, which shows only the Disraeli was that he 'has not the Emperor's want of insight.'

head of a statesman, but that he is. This was in 1857. Turning over like all literary men, as he had found many pages to Disraeli's comments,

written in the sixties, on the origin of the Italian War of 1859, we read:

'The Emperor of France was a very romantic man. The Queen of England had a great personal influence over him. Unfortunately, the Prince Consort hated him. He said to me once: "He is always a conspirator; it is the keynote of everything."

"When the Italian War seemed to be inevitable, brought about by the intrigues of Cavour with the Emperor, and when there were secret understandings, it was supposed, between the parties, &c., as a last resource to maintain the peace of Europe, the Queen was advised to avail herself of her presumed personal influence with the Emperor and write to him a private letter. I did not see this letter, though I have no doubt it was well conceived and well expressed, with the advantage of Lord Derby's advice and criticism; but I was permitted to see the Emperor's reply, which was only shown to Lord Derby, Lord Malmesbury and myself."

In this imperial letter was the frank story of Cavour's coming to France and of what he proposed to do. Then, as to the Emperor's part: "But whatever the state of Italy, whatever the necessity of acting on the part of France, whatever the conversations and contemplated conduct with Sardinia, &c., such was his value for the friendship and esteem of 'ma tres cher souer' that he pledged himself, and in language the most solemn, affectionate and precise, that, notwithstanding all that had passed, he would never attack Austria unless she previously attacked Piedmont."

To Hold India Said Disraeli, Appeal to Her Imagination

As to Disraeli's attitude on British Indian affairs, we are told:

"No more pregnant suggestion has ever been made about Indian government than his admonition to draw closer the relation between India and the person of the Sovereign. He knew that persons, not constitutional abstractions, Emperors, not Parliaments, impress the Oriental mind."

"When Disraeli became Prime Minister for the second time, he persuaded a reluctant Queen to sanction the visit of the Prince of Wales to India, thereby establishing a personal relation between the Indian Princes and peoples and the heir to the throne, and in 1876 he carried through Parliament, in the teeth of much ill-informed scoffing, a bill which added to the other glorious titles of an English King the dignity of Emperor of India."

"The great Durbar of 1876, in which the Emperor and his Consort appeared at Delhi in person to claim the fealty of the people, was the logical conclusion of Disraeli's policy. He knew that you can only act upon

the opinion of Eastern nations through their imagination."

Later on, after the Napoleonic letter episode referred to above:

"As the Italian question became less acute, the American difficulty increased. Disraeli wrote to Nortcole on September 13, 1861: 'Our friend Jonathan seems in a pretty state; it's like the failure of some immense house; one can hardly realize the enormous results. * * * It is a privilege to live in such a pantomimic age of glittering illusions and startling surprises.'

Disraeli's view that the United States were breaking down was the general opinion among the governing and educated classes in this country, but he had the wisdom, denied to other leading statesmen, to keep his view to himself and his private friends."

More Friendliness for America; A Rap at Gladstone's Indiscretion

Thus after Gladstone's indiscreet remark, October, 1862, that Jefferson Davis and his leaders had made an army, were making a navy, and had made a nation-

"Disraeli, in his speech on the Address in 1863, after animadverting on Gladstone's apparent departure from the policy of neutrality, said that, for his part, while he had the greatest respect for the Southern States, he felt that there was due from England to the existing authorities in America a large measure of deference in the difficulties which they had to encounter. He had accordingly exerted whatever influence he might possess in endeavoring to dissuade his friends from embarrassing Her Majesty's Government in their position of 'politic and dignified reserve.'"

Two years later, when the Civil War was coming to an end in the victory of the North, Disraeli repeated his warning that America was greatly changing, and acquiring a centralizing Government. The balance of power could no longer be confined to Europe, that old Europe to which the United States looked with a want of sympathy. But he held the Americans to be eminently a sagacious people, and he disregarded the violence of their meetings and journals.

In 1866, opposing the sending of troops to Canada, during the Fenian scare, Disraeli wrote to Lord Derby:

"Leave the Canadians to defend themselves; recall the African squadrons; give up the settlements on the west coast of Africa, and we shall make a saving which will, at the same time, enable us to build ships and have a good budget."

"What is more, we shall have accomplished something definite, tangible, for the good of the country."

What is still more, we may observe in the light of events more than a generation later how they would have changed history!



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Bulgarian Writer Sees Little
Chance For Quiet In
Mountain States

LOCATION IS RESPONSIBLE

May Form Basis For Compensa-
tion For Victors In Pre-
sent Conflict

Berlin, Germany.—The Vorwärts has reproduced an article on the future of the Balkans written recently for a Bulgarian labor organ by M. D. Vlagojeff, the well-known leader of the extreme Left of the Bulgarian Social Democratic party, who clearly sees no hope of salvation for the Balkans except from a reformation of the Balkan League.

The fire of the European war, M. Vlagojeff wrote, broke out in and on account of the Balkan peninsula. Situated as they are along the road taken by the capitalist states in their efforts at conquest, the Balkans have ever found themselves faced with the danger of conquest and partition among these states. That danger, however, was never so obvious and so imminent as it has been since the outbreak of the European war.

The situation is such, continued M. Vlagojeff, elaborating his point, that the alterations the war has so far

effected in the map of the Balkans may possibly take on quite a different aspect. There is a possibility, for one thing, that the conquests of the central powers in the Balkans will increase in extent; but it is also possible that in the event of a peace being concluded that represented a compromise between the belligerent powers the Balkans might serve as the material for such compensations. All this depends on the outcome of the war and on the circumstances in which peace is concluded.

In the meantime, whatever those circumstances may turn out to be, one thing is clear, and that is that the present European war will be incapable of abolishing the conflicting interests that capitalism has given rise to in the Balkans, that it will be incapable of solving the so-called Balkan question, and that in consequence the danger of the conquest and partition of the Balkans has not been removed. On the contrary, that conflict is becoming more and more acute, and the fear of the threatened danger must eventually render the Balkans utter slaves. After as before the peninsula will remain a hearth on which the capitalist states of Europe will kindle further configurations, unless an end is put to their efforts at conquest by the present war.

The war had clearly shown, the Bulgarian politician considered, that Russia had always pursued an aggressive policy in the Balkans, and he maintained that her acquisition of Constantinople and the Straits would inevitably involve the acquisition of Bulgaria as well, since the easiest road to both wended its way through

the southern part of the Balkan peninsula and through Bulgaria in the first place. The Russian aims, he was convinced, would not be realized in the present war, but the menace they constituted would continue to exist so long as the Russian policy of conquest persisted, and that would persist so long as Russia continued to develop on capitalistic lines and to feel the necessity for such development.

Thus even the result achieved so far, quite apart from any further complications that might arise, had failed to solve the Balkan problem. As matters stood at present the alliance with Germany offered Bulgaria protection from the Russian menace, but that menace, as had been shown, had not been removed, and then, too, M. Vlagojeff considered, there was no doubt that the use to which Germany's capitalist idealists intended that Bulgaria should be put might easily prove a barrier to her own economic development.

In short, he wrote, it follows from the foregoing that the Balkans can only be saved from the danger threatening them if they adopt the policy recommended by the Social Democrats, that is, the policy of a Balkan federation. The events that have followed the outbreak of the European war proclaim to anyone who has eyes to see that the future belongs to such a policy, for the Balkan states themselves may pass away, but the peoples remain, and they will always strive for freedom, independence and democracy. Bitter experience, however, teaches that freedom, independence and democracy can be won by other means than that of a Balkan federation, and the great developments that will set in Europe after the war will influence the Balkan peoples in that direction.

Turks Hard Pressed By British Cavalry

(Reuter's Agency War Service)

London, August 11.—An official communiqué regarding the operations in Egypt reports that the Turks have made a further retreat under the pressure of our mounted troops. Turkish counter-attacks were repulsed. The enemy's casualties were very heavy. Our cavalry have remained in observation of the enemy, who have retired to their entrenched positions.

8 AIR RAID DEATHS

(Reuter's Agency War Service)

London, August 11.—The Press Bureau announces: There are now eight deaths from the air raid on the 8th. The total damage consisted of four small houses and a shop wrecked; three houses and three shops damaged; a number of small houses and cottages slightly damaged; fifty feet of a colliery railway torn up and a horse killed.

Berlin Takes Medical Goods Off Free List

(Ostasiatische Lloyd War Service)

The Deutscher Ueberseidienst states: Berlin, August 9.—The German Government has removed articles for treating the sick from the free list, since the British Government has declined the suggestions of the United States and the King of Spain to put them on the free list. Britain has prohibited the sending of these articles by Americans to the German Red Cross and has also not heeded the protest made by former President Taft. The German sea forces have, therefore, been ordered not to let any more articles pass free.

AEROPLANE LOSSES

(Ostasiatische Lloyd War Service)

Official German report.—Headquarters, August 9.—The following is a summary of results from air-combats in July:

	English	and	German	French
Shot down in air combats	17		59	
Shot down from below	1		15	
Missed		1	—	
Involuntarily landed in our lines		—	6	
Captured while landing in order to leave a spy		—	1	
Total	19		81	

APPAM APPEAL

(Ostasiatische Lloyd War Service)

New York, August 9.—It is reported from Norfolk that the counsel for Germany has formally appealed against the decision which awards the prize-ship Appam to its British owners.

Washington reports that, during the first discussion in the Lower House of the British black list, the Democrats and Republicans condemned the action of Britain and expressed their willingness to extend relief if suitable means are found. The desire was emphasized for a shipping bill giving the Americans greater independence in the future.

This sentiment was manifested to prevent foreign ships leaving or entering American ports if they refuse to carry goods of any American manufacturer to neutral ports. It was suggested that America might send warships with the merchantmen if there was sufficient reason to believe that such vessels could be seized for failing to observe the British black list.

Representatives asked why the United States should not be allowed to trade with South America without fear. Mr. Bennett urged Congress to make a declaration letting Britain know America's position.

OFFENSTEN EXPLOSION

(Ostasiatische Lloyd War Service)

Berlin, August 9.—It is reported from Königsberg that, while reloading ammunition at the artillery depot at Offenstern, an explosion took place, 58 being killed, 49 seriously and 56 slightly wounded. Further danger of explosion or conflagration has been removed.

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G. B. Shaw Sees A Way To End The War

(Continued from Page 10)

but the substitution of a guarantee of Belgium by the comparatively disinterested powers for the present guarantee by powers who guaranteed her only to have a grip on her throat would not be the status quo ante; and an acceptance of it would be a concession to the public opinion of the civilized world and not to the threats of a foe in arms. Sir Edward Grey's reply to the Chancellor that without the status quo ante "Belgium's independence is gone, as Servia's and Montenegro's is gone, unless the Allies can get them up again" will not stand half an hour's consideration. The world, let us hope, is not yet so completely bankrupt that nothing good can be done unless the Allies do it.

When Sir Edward forgets that he is Foreign Secretary and remembers only his political idealism he speaks like a man in a trance, the world forgetting, but unfortunately not by the world forgot. No doubt he is quite right in advising the Germans to make a revolution. The Germans not only gave the same advice to the Irish, but contributed rifles and ammunition as well. For that matter, there is not a country in the

civilized world that would not be the better for a revolution once a fortnight or so. But I confess I wish Sir Edward would not call himself "we" when he is speaking for himself and his dream alone, and is ignoring the most glaring facts of the situation. It would not matter if, like so many of our patriotic tub-thumpers, his words traveled no further than the circulation of a cheap, illustrated paper, or the walls of a public hall in England, or the railings of a London park. But Sir Edward, like myself, is quoted throughout Europe and America; and he should be more careful than I am, because he is the uncontrolled agent of Britain's foreign policy, instead of which he recklessly says things that would destroy my credit.

WE all know that he was not prepared for war, because he never is prepared for anything that actually happens in the crude concrete world, even when it is thundering down on him like a mad motor bus; but when, in the teeth of the assurances of the British Admiralty and the British War Office, through his own Ministerial colleagues, that the command in Flanders was settled five years before the war began and that the British commander was studying the field during that period, and that the navy was fully prepared with five years' accumulation of ammunition, not to mention the fact

that it would have been grossly dishonest and criminally negligent of Britain if, after her understanding with France, she had neglected these precautions, Sir Edward declares that "we" were not prepared for war, the impression he produces on Europe is that the Machiavellian Grey of the German imagination answers to the reality. Again, when he says that "poisonous fumes were rejected by us as too horrible for civilized people to use," the amazed foreigner asks whether the British Foreign Secretary can really be unaware that Britain hastened to use them the moment the Germans demonstrated their practicability.

Surely, the foreigner thinks, Britain should blame herself for letting the Germans anticipate her lazy conservatism, as in the case of the Zeppelins, rather than plume herself on an affected humanity, of which war can know less and less until science reduces it to impossibility.

As long ago as 1906, in referring to a very horrible episode in the history of our occupation of Egypt, I expressed my opinion that Sir Edward Grey was unfitted by his character and the limitations of his capacity for the highly specialized work of a Secretary of State for Foreign Affairs. Nothing that has happened since has shaken that opinion of mine for a moment. I wonder whether I am alone in believing that his self-transfer to a more suitable department would be the greatest service it is in his power to render to his much perplexed country.



CORONA

The Personal Writing Machine

Weight 6 lbs.

All the latest improvements

**STRONG
LIGHT
COMPACT**

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with case

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GENERAL AGENTS

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TYPEWRITER DEPARTMENT

89-91 Rue Montauban



TWO FINE WHISKIES

"RED SEAL" (A BLEND) and

"BLACK & WHITE"

**BOTH ARE
BUCHANAN
PRODUCTS**

GARNER, QUELCH

& CO.

WINE MERCHANTS

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, August 12, 1916.
Money and Bullion
Mex. Dollars: Market rate: 72.00
Shanghai Gold Bars: 978 touch...
Bar Silver 1920
Copper Cash
Sovereigns: Buying rate, @ 2-11½—Tls. 6.83
Exch. @ 72.3—Mex. 9.45
Peking Bar Tls. 335½
Native Interest08

Latest London Quotations

Bar Silver 31½ d.
Bank rate of discount 8%
Market rate of discount:—
3 m.s. %
4 m.s. %
5 m.s. %
Exchange on Shanghai, 60 d.-a.
Ex., Paris on London Fr. 28.13
Ex., N.Y. on London T.T. 476½
Consols i—
Exchange Closing Quotations
London T.T. 2-11½
London Demand 2-11½
India T.T. 218½
Paris T.T. 410
Paris Demand 410½
New York T.T. 69%
New York Demand 69%
Hongkong T.T. 73
Japan T.T. 72½
Batavia T.T. 169
Bank's Buying Rate
London 4 m.s. Cds. 3-½
London 4 m.s. Dcys. 3-½
London 6 m.s. Cds. 3-½
London 6 m.s. Dcys. 3-½
Paris 4 m.s. 425
New York 4 m.s. 72%

CUSTOMS HOUSE RATES OF EXCHANGE FOR AUGUST

Hk. Tls. 1-Francs 6.82
Hk. Tls. 1-Marks 4.47
Gold' 1-Hk. Tls. 1.82
Hk. Tls. 1-Yen 1.50
" " 1-Rupees 2.48
" " 1-Roubles 2.50
" " 1-Mex. \$ 1.50
† Nominal.

Stock Exchange Transactions

Shanghai, August 12, 1916.
TODAY'S QUOTATIONS
Official
Dominions Tls. 12.00
Gulps Tls. 9.25
Consolidated Tls. 3.85
Shanghai Docks Tls. 67.00
Direct Business Reported
Anglo-Javas Tls. 10.50
Cheng Tls. 3.85
Kota Baharos Tls. 11.00
Shanghai Pahang Tls. 2.07%
Consolidated Tls. 3.85

Sharebrokers' Association Transactions

Shanghai, August 12, 1916.
BUSINESS DONE
Official
Zhangbei Tls. 6.85 Sept.
Zhangbei Tls. 7.00 Sept.
Langkata Tls. 27.25 Aug.
Anglo-Javas Tls. 10.65 Sept.
Anglo-Javas Tls. 11.00 Sept.
Dominions Tls. 13.25 Sept.
Direct
Consolidated Tls. 13.75 cash

London Rubber Market

Reuter's Service
London, August 11.—Today's rubber prices were:—
Plantation First Latex:
Spot: 2s. 4d. sellers. 2s. 3½d.
buyers.
October to December: 2s. 5d.
paid.
Tendency of Market: Very firm.
Last Quotation, London, August 10:
Spot: 2s. 3½d. to 2s. 4½d. paid.
October to December: 2s. 5½d.
to 2s. 5¾d. paid.
Tendency of Market: Very firm.

SINGAPORE RUBBER MARKET

Messrs. R. N. Truman and Co. have received the following cable from their Singapore agents regarding the rubber auction held on the 10th instant:—
No. 1 Smoked Sheet—\$120 per picul, equivalent to 2s. 3½d. in London.
No. 1 Crepe—\$119 per picul, equivalent to 2s. 3½d. in London.
Market firm, tendency upward.
Demand is good, especially plantation smoked sheets.

"BICKERTON'S" PRIVATE HOTEL

Established 20 years.
102 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class outside under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1271.

Silk Market Report

Messrs. Wm. Little and Co. write as follows in their weekly silk market report:—

Our last report was dated 4th inst. White Silk.—The week under review has been very quiet.

Tsai Lee New Style—Soiled 1, 2, Tls. 705 av. Silver Phoenix Ex. 1, Tls. 705 av.

Silk Filatures have continued in demand, again principally for Europe.

The market is strong. Boy and Umbrella 1, Tls. 345. Peony 1, 2, Tls. 355 av. Washington 1, 2, Tls. 355 av.

Export from Shanghai

Season 1916-1917

Export Figures

White Yellow Total

All bales are picul bales.

* Season 1914-1915

White Silk, to Europe, etc., in 80 catty

To America in picul bales bales

1916-1917 bales bales bales

From 1st June to date, 1,874,131,3,100

Against corresponding period 1915 1916 4,241 2,313 6,564

* 1914 1915 4,107 5,144 9,251

1916, 1917

piculs.

Settlements for Europe, etc., White Silk..... 2,000

Settlements for Europe, etc., Yellow Silk..... 1,500

Settlements for America, White Silk..... 2,000

5,500

Stock in Shanghai, White Silk..... 500

Yellow Silk 500

Visible Supply for season to date .. 6,000

Stock in Shanghai, Wild Silk 1,000

5,500

LONDON METAL MARKET

Reuter's Service

London, August 11.—Today's metal prices were as follows:—

Standard Copper G. M. B. f. s. d.

f. o. b. 112 0 0

American Electrolytic 99

90% Copper f. o. b. 124 0 0

Lead L. B. c. i. f. per ton. Nominal

Sott Lead "Spanish" f. o. b. 28 17 6

Quicksilver, Second hand

Ex. Warehouse f. o. b.

(1s. Extra in flask) 17 15 0

Timplates, I. C. W. 20/24

100 lbs. 112 Sheets per

Case tin lined Cases without Hoops f. o. b.

Wales 0 28 6

Muntz Metal, f. o. b.

London or Liverpool

(less ½%) 14 14 0

Standard Tin (Cash) 171 0 0

Spelter (ordy soft) f. o. b. 46 0 0

Galvanized Sheets 24

Gauge f. o. b. 26 5 0

Standard Tin (3 Months) 172 5 0

5,500

Stock in Shanghai, White Silk..... 500

Yellow Silk 500

Visible Supply for season to date .. 6,000

Stock in Shanghai, Wild Silk 1,000

5,500

5,500

Stock in Shanghai, White Silk..... 500

Yellow Silk 500

Visible Supply for season to date .. 6,000

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Stock in Shanghai, White Silk..... 500

Yellow Silk 500

Visible Supply for season to date .. 6,000

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5,500

5,500

Stock in Shanghai, White Silk..... 500

Yellow Silk 500

Visible Supply for season to date .. 6,000

BENJAMIN AND POTTS**SHARE LIST****Yesterday's Prices**

STOCK	Closing Quotations
Banks	\$775 S.
H. K. & S. R. Chartered	252
Russo-Asiatic	R. 250.
Cathay, ord.	2.20 B.
Cathay, pref.	6
Marine Insurances	
Canton.....	\$395 B.
North China.....	155 B.
Union of Canton.....	\$945
Yangtze.....	\$235 B.
Fire Insurances	
China Fire.....	\$154 B.
Hongkong Fire.....	\$385 B.
Shipping	
Indo-China Pref.....	Tls. 128
Indo-China Pref.....	1098 B.
"Shell".....	Tls. 17 B.
Shanghai Tug.....	Tls. 50 B.
Shanghai Tug.....	Tls. 15 B.
Mining	
Kaiping.....	Tls. 10 1/2 B.
Oriental Cong.....	398.6d.
Philippines.....	Tls. 2 1/2 S.
Rub.....	Tls. 2.70 B.
Docks	
Hongkong Dock.....	\$127 B.
Shanghai Dock.....	Tls. 67 Sa.
New Eng. Works.....	Tls. 10 1/2 B.
Wharves	
Shanghai Wharf.....	Tls. 84 B.
Hongkong Wharf.....	\$82 1/2 B.
Lands and Hotels	
Anglo-French Land.....	Tls. 94 B.
China Land.....	Tls. 50 N.
Shanghai Land.....	Tls. 91 B.
Weihaiwei Land.....	Tls. 8
Central Stores.....	\$8 1/2 B.
China Realty (ord.).....	Tls. 80 B.
China Realty (pref.).....	Tls. 62 B.
Cotton Mills	
E-wo.....	Tls. 142 1/2 B.
E-wo Prof.....	Tls. 105 B.
International.....	Tls. 75 B.
International Prof.....	Tls. 75 B.
Eao-kung-mow.....	Tls. 65
Oriental.....	Tls. 33 B.
Shanghai Cotton.....	Tls. 93 B.
Kung Yik.....	Tls. 12 1/2 B.
Yangtzeepoo.....	Tls. 4 1/2 B.
Yangtzeepoo Prof.....	Tls. 101 B.
Industrials	
Anglo-German Bry.....	595 N.
Butler Tile.....	Tls. 23 N.
China Flour Mill.....	Tls. 6 S.
China Sugar.....	\$115 B.
Green Island.....	Tls. 9 1/2 B.
Langkawi.....	A.S. 5.
Major Bros.....	Tls. 28 1/2 B.
Shanghai Sumatra.....	Tls. 157 1/2 B.
Stores	
Hall & Holtz.....	Tls. 16 1/2 B.
Llewellyn.....	\$60.
Lane, Crawford.....	\$96 B.
Moutrie.....	\$35.
Watson.....	Tls. 6 1/2 B.
Weeks.....	
Rubbers (Local)	
Alma.....	Tls. 13 1/2 B.
Amherst.....	Tls. 1 1/2 S.
Anglo-Java.....	Tls. 10.60 B.
Anglo-Dutch.....	Tls. 5 1/2 B.
Ayer Tawah.....	Tls. 37 1/2 B.
Batu Anam 1913.....	Tls. 1 1/2 B.
Bukit Toh Alang.....	Tls. 5.15 B.
Bute.....	Tls. 1.80 B.
Chemor United.....	Tls. 1.90 B.
Chempedak.....	Tls. 16
Cheng.....	Tls. 2.95 B.
Consolidated.....	Tls. 3.85 B.
Dominion.....	Tls. 13 B.
Gula Kalumpang.....	Tls. 9.25 B.
Java Consolidated.....	Tls. 21 B.
Kamunting.....	Tls. 8 1/2 B.
Kapala.....	Tls. 1 1/2 B.
Kapayang.....	Tls. 50 B.
Karan.....	Tls. 15 1/2 B.
Kota Bahroo.....	Tls. 11 B.
Krooswoek Java.....	Tls. 18 1/2 B.
Padang.....	Tls. 15 1/2 B.
Pengkalan Durian.....	Tls. 11 1/2 B.
Permatas.....	Tls. 7.
Repar.....	Tls. 1 1/2 B.
Samapagas.....	Tls. 1.15 B.
Sekeeo.....	Tls. 8 B.
Semanbu.....	Tls. 1 1/2 B.
Senswang.....	Tls. 17 1/2 B.
Shanghai Klebang.....	Tls. 1.20 B.
Shanghai Malay.....	Tls. 7 1/2 B.
Sh'hai Malay-Prof.....	Tls. 16.
Shanghai Patang.....	Tls. 2.07 1/2 B.
Sungai.....	Tls. 1 1/2 B.
Sungai Duri.....	Tls. 12 1/2 B.
Sua Mangis.....	Tls. 5 1/2 B.
Sh'hai Kelantan.....	Tls. 95 B.
Shanghai Seremban.....	Tls. 1.15 B.
Taipei.....	Tls. 2 1/2 B.
Tanah Merah.....	Tls. 1.12 1/2 B.
Tebong.....	Tls. 25 1/2 B.
Ubobi.....	Tls. 2 1/2 S.
Zhangbei.....	Tls. 6.82 B.
Miscellaneous	
C. I. & E. Lumber.....	Tls. 110 B.
Culty Dairy.....	Tls. 11 S.
Sh'hai Elec. and Ash.....	\$2 N.
Shanghai Trams.....	Tls. 88 B.
Shanghai Gas.....	Tls. 25 B.
Horse Bazaar.....	Tls. 30.
Shanghai Mercury.....	Tls. 30.
Sh'hai Telephone.....	Tls. 88 1/2 B.
Sh'hai Waterworks.....	Tls. 281.
S. Seller. Sa., Sales. B., Buyers.	

Benjamin & Potts, 8 Jinkee Road

Telephone No. 398

LANGKAT DAILY OUTPUT

The following telegraphic information has been received from the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Boschen en Landbouwexploitaatie in Langkat:

"The output of crude oil for August 11 was 130 tons."

Sold by all chemists and stores

ASK FOR DOAN'S

Doan's Backache Kidney Pills relieve the kidneys and bladder like ordinary medicines relieve the bowels. They dispose of the excess uric acid which causes rheumatism, backache, lumbago and stone, and they release the accumulated water in dropsy. A Certificate of Purity accompanies every box.

Backache, Pains in the Loins,

Gravel,

Urinary Disorders,

Distress in relieving the Bladder,

Dropsy,

Lumbago,

Dizziness and Faintness,

Unnatural Drowsiness,

Rheumatism,

Sciatica.

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GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Aug 13	9:30 a.m.	Seattle Wash	Kamakura maru	Jap.	N. Y. K.
— 17		Boston, New York via Panama	City of Naples	Jap.	S. Tomes
— 18	7:00	San Francisco	Silvino maru	Jap.	A. T. Co.
— 20		Tacoma	Chosen maru	Jap.	O.S.K.
Sept 1		Boston & New York	Bolton Castle	Jap.	Dodwell
— 3		New York via Panama	Toysama maru	Jap.	N. Y. K.
— 8	5:00	Vancouver B.C.	Empress of Russia	Jap.	C. M. S. N. Co.
— 10	P.M.	Vancouver B.C.	Strathardle	Jap.	G. V. S.
— 11	5:00	Vancouver B.C.	Monteagle	Jap.	C. P. O. S.
— 13		New York via Panama	Tokwa maru	Jap.	C. P. O. S.
— 23	5:00	Vancouver B.C.	Empress of Japan	Jap.	C. P. O. S.
Oct 6	5:00	Vancouver B.C.	Empress of Asia	Jap.	C. P. O. S.

FOR JAPAN PORTS

Date	Time	Destination	Ship's Name	Flag	Agents
Aug 15	11:00 a.m.	Kobe etc.	Laisang	Jap.	J. M. & Co.
— 15	noon	Nagasaki, Moji, Kobe	Yawata maru	Jap.	N. Y. K.
— 16	5:00 P.M.	Kobe, Yokohama	Armande Bebic	Jap.	N. Y. K.
— 17	1:30	Moji, Kobe Osaka	Emmano maru	Jap.	N. Y. K.
— 18	7:00	Nagasaki, Kobe, Yokohama	Shinnyo maru	Jap.	R.V.F.
— 18	8:00	Nagasaki	Simbirsk	Rus.	

FOR EUROPE, INDIA, STRAITS, ETC.

Date	Time	Destination	Ship's Name	Flag	Agents
Aug 16	11:00 a.m.	London via Cape	Asmata maru	Jap.	N. Y. K.
— 20	2:00	London via Cape	Hiltschi maru	Jap.	N. Y. K.
— 21	8:30 a.m.	Marseilles, London via Sues	Nore	Br.	P. & O.
— 24		Durban, Capetown etc	Wakass maru	Jap.	N. Y. K.
— 25	5:00 P.M.	Marseilles via Sues	Athos	Fr.	Cie M.M.
— 26		Australian Ports	St. Albans	Br.	G. V. S.
— 29		Liverpool via Cape	Agape or	Br.	B. & S.
— 30		London via Cape	Tokwashi maru	Jap.	N. Y. K.
Sept 1	1:30 P.M.	London via Cape	Agamenon	Jap.	B. & S.
— 4		Marseilles, London via Sues	Iyo maru	Jap.	N. Y. K.
— 5		Genoa, London via Sues	Malta	Br.	P. & O.
— 7	7:00 P.M.	Marseilles, London etc.	Glenlyle	Br.	Glen Line
— 9	8:00 P.M.	Genoa, London etc.	Glenstrae	Br.	Glen Line
— 12	9:00 P.M.	London via Cape	Glenlogan	Br.	Glen Lide
— 15	10:00 P.M.	London via Cape	Demodocus	Br.	B. & S.
— 16	11:00 P.M.	London via Cape	Knight Companion	Jap.	H. & C.
— 17	12:00 A.M.	London via Cape	Miyazaki maru	Jap.	N. Y. K.
— 18	1:00 A.M.	Marseilles, London via Sues	Kitano maru	Jap.	N. Y. K.
Oct 1	2:00 P.M.	London via Cape	Glenartney	Br.	Glen Line

FOR SOUTHERN PORTS

Date	Time	Destination	Ship's Name	Flag	Agents
Aug 18	8:00 A.M.	Foochow, Amoy	Hsinchang	Chi.	C. M. S. N. Co.
— 18	1:30 P.M.	Swatow, Hongkong, Canton	Anhui	Br.	B. & S.
— 14	4:00	Ningpo	Hsin Peking	Br.	B. & S.
— 17	1:30 P.M.	Hongkong	Luchow	Br.	B. & S.
— 17	1:30 P.M.	Amoy, Hongkong, Canton	Shantung	Br.	B. & S.
— 17	1:30 P.M.	Takao, Formosa	Koboku maru	Jap.	N. Y. K.
— 18	1:00	Hongkong	Monteagle	Br.	C. P. O. S.
Sept 6	6:00 P.M.	Hongkong	Persia maru	Jap.	A. T. Co.

FOR NORTHERN PORTS

Date	Time	Destination	Ship's Name	Flag	Agents
Aug 13	8:00 A.M.	Chefoo, Tientsin	Irene	Chi.	N. S. S. Co.
— 13	1:30 P.M.	Chinwangtsoo direct	Voumi	Br.	K. M. A.
— 13	1:30 P.M.	Haichow	Singan	Br.	B. & S.
— 14	1:30 P.M.	Newchwang	Hew	Br.	B. & S.
— 15	9:00 P.M.	Tsingtao	Uno maru	Jap.	S. M. R.
— 15	1:30 P.M.	Dalny direct	Sakaki maru	Jap.	S. M. R.
— 16	1:30 P.M.	Tientsin, Tientsin, Dalny	Keeling maru	Jap.	N. Y. K.
— 16	1:30 P.M.	Wenshuiwei, Chefoo, Tientsin	Tungchow	Br.	B. & S.
— 16	1:30 P.M.	Wenshuiwei, Chefoo, Tientsin	Koonshing	Br.	J. M. & Co.
— 16	1:30 P.M.	Haichow etc.	Kansu	Br.	B. & S.
— 17	1:30 P.M.	Haichow etc.	Feungien	Br.	B. & S.
— 17	1:30 P.M.	Vladivostock	Cheking	Br.	S. M. R.
— 18	1:30 P.M.	Tsingtao and Dalmay	Kobe maru	Jap.	R.V.F.
— 18	1:30 P.M.	Vladivostock	Simbirsk	Br.	B. & S.
— 19	10:00 P.M.	Wenshuiwei, Chefoo, Tientsin	Shenking	Br.	B. & S.

FOR RIVER PORTS

Date	Time	Destination	Ship's Name	Flag	Agents
Aug 13	M.N.	Hankow, etc.	Tachi maru	Jap.	N. K. K.
— 13	M.N.	do	Kiangkwan	Chi.	C. M. S. N. Co.
— 14	M.N.	do	Talee maru	Jap.	N. K. K.
— 15	M.N.	do	Kiangkwan	Chi.	C. M. S. N. Co.
— 15	M.N.	do	Loongwo	Br.	J. M. & Co.
— 16	M.N.	do	Tungting	Br.	B. & S.
— 16	M.N.	do	Ngankin	Br.	B. & S.
— 16	M.N.	do	Pengyang maru	Jap.	N. K. K.
— 16	M.N.	do	Kiangkwan	Chi.	C. M. S. N. Co.
— 17	M.N.	do	Wuchang	Br.	B. & S.

* A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Aug 12	Ningpo	Kiangkwan	2012	Chi.	C. M. S. N. Co.	KLYW
Aug 12	Hongkong	Kamakura maru	3296	Jap.	N. Y. K.	WSW
Aug 12	Amoy	Hsinchang	1216	Br.	B. & S.	WTW
Aug 12	Swatow	Singan	1258	Chi.	C. M. S. N. Co.	KLYW
Aug 12	Japan	Yawata maru	2159	Jap.	N. Y. K.	NYKW
Aug 12	Hankow	Tachi maru	1288	Jap.	N. K. K.	LPDW
Aug 12	Japan	Kanju maru	958	Jap.	Suzuki	
Aug 12	Japan	Yucatan	2317	Am.		
Aug 12	Chetoo	Tungchow	1263	Br.	B. & S.	

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HANKOW and PORTS.—The Str. Kiangkwan, Capt. C. B. Conley, will leave on Sunday night. For Freight or Passage apply to C. M. S. N. Co.

HANKOW and PORTS.—The Co.'s Str.

News Briefs

A Mukden despatch says that the loan for rebuilding the Khar-Changchun Railway with the south Manchurian Railway Company, Ltd., is being negotiated between the Chinese Government and Mr. Kawakami, one of the directors of the South Manchurian Railway Company, Ltd. The total amount of the loan will be Yen 5,000,000 and the advance will be Yen 2,000,000. The negotiations have almost been concluded.

Mr. J. M. Darrah, U. S. Postmaster, and Mrs. Darrah have returned to Shanghai from a vacation spent in the States.

Word has been received here of the death in action of Lieut. Edmund Outram, a cousin of Mr. O. Crewe-Read. He was the son of Captain Edmund Outram, R. N. R., now doing duty on the Asiatic front.

loss of two more Shanghai men at the front. They are Corporal O. D. Murphine of the Australian Expeditionary Force and Mr. W. E. Jackson of the 14th London Regiment (London Scottish). They were killed in action on June 13 and July 1 respectively.

Word has been received here of the death in action of Lieut. Edmund Outram, a cousin of Mr. O. Crewe-Read. He was the son of Captain Edmund Outram, R. N. R., now doing duty on the Asiatic front.

The China Trading Co. is advertising fine Egyptian Cigarettes. By sending 30 cents, to them you will get a sample packet of various grades. The cigarettes are manufactured by Messrs. Hadjijan Nicino and Co., Ltd., of London.

At the Theaters

Mr. S. F. Denby, more familiarly known as "Colonel Bill," for fifteen years in the Chinese Customs service, yesterday bought the interest of Mr. Newman in the Astor House Roof Garden theater. Mr. Denby will assume active management of the theater which has been dark for several days during the installation of a new projecting light. It is expected that a formal reopening will be held Wednesday night. "The Hoosier Schoolmaster" with Max Figman and Lotta Robertson, will be the feature of the opening program.

The Apollo

"The Broken Oath," a Pathé play woven into a war story of the present war, will be seen tonight and tomorrow night at the Apollo. It is in three reels and is one of the best war dramas yet seen. Pathé's British and French Gazettes, picturing scenes at Bois-le-Pretre, also will be shown. "Bully and the Bath" and Charlie Chaplin in "Charley at the

Bank" are two comedy films on the bill.

Olympic
The eleventh and twelfth episodes of "The Broken Coin" will be shown for three nights, commencing to-night, at the Olympic. Charlie Chaplin also will be seen in "His Prehistoric Past." There will be new dances by Miss Louret Orlova and new songs by Mr. George Paschenko.

Victoria

"Life in the Balance" will be the feature film shown tonight at the Victoria. Other films to be seen will be "Two's Company," and "Miss Fatty's Seaside Lovers," comedies, the new Gaumont Graphic and the thirteenth and fourteenth episodes of "The Broken Coin."

Towa Cinema

"Satans," a 6,000-foot allegorical picture in five reels will be shown tonight at the Towa Cinema, corner of Woohane and Chaoop roads. The funeral procession of the late Yuan Shih-kai also will be shown.

St. George's Gardens

A high class picture program, including the latest war gazettes will be seen tonight at the open air cinema theater at St. George's Gardens.

Correspondence

Opium Burning at Kalgan

Editor THE CHINA PRESS

Dear Sir.—Kalgan has been the scene of many large opium burnings, and this week another one was held; 5,558 oz. of opium of various kinds was consumed by the order of the Tu-tung. Fifteen great iron pans were used. Before the fire was started the confiscated opium was arranged for public view, and a big crowd of people, with the local officials, were present. It is a good indication, and these public burnings of opium help to keep the people, as well as officials, alive to the opium evil.

Is it not time for the police officials of Peking to arrange another public opium burning here? There is still considerable opium smuggled into the city and used, and some of it has been seized. Let's have another anti-opium rally around the fire, and *keep up the fight*, for opium must go from New China! Yours truly,

E. W. THING.

Peking, Aug. 9, 1916.

Fighting Disease With Mesopotamia Column

(Reuter's Agency War Service)

London, August 10.—In the House of Commons, today, Mr. H. W. Forster feared that he could not say the general health of the troops in Mesopotamia has been good, but every effort was being made to combat disease. The sanitary commission in the Mediterranean had been sent to Mesopotamia, to assist the local medical authority.

BRUSSILOFF REWARDED

(Reuter's Agency War Service)

Petrograd, August 10.—The Emperor of Russia has awarded General Brusiloff a sword of honor with brilliants.

FARMS FOR SOLDIERS

Duke Of Sutherland Gives 12,000 Acres For Settlement

(Reuter's Agency War Service)

London, August 10.—In the House of Commons, today, Mr. H. J. Tenant stated that the Duke of Sutherland had offered an estate of 12,000 acres, west of the River Naver, in the county of Sutherland, for land settlement for soldiers and sailors equally. The offer has been accepted.

CHINESE GOVERNMENT RAILWAYS TIENSIN-PUKOW LINE TIME TABLE

(Published by order of the Administration) June 15th, 1916, and until further notice

Mail	Mail	Miles	Mail	Mail
8	5	0	102	4
8.80	16.35	0	8.44	18.55
11.25	19.10	0	5.08	16.58
11.35	19.17	82	5.08	16.58
11.45	19.25	0	102	4
102	2	0	8.44	18.55
Sund. & Wed.	Fridays	0	arr. Peking	arr. Tientsin-Central
9.35	2.50	0	arr. Tientsin-Central	arr. Tientsin-Central
11.48	16.30	0	dep. Peking	arr. Tientsin-East
15.12	19.38	149	arr. Tientsin-East	arr. Tientsin-East
18.16	22.41	0	arr. Tientsin-East	arr. Tientsin-East
7	221	0	102	1
7.30	23.01	0	102	1
10.03	1.28	266	101	1
12.58	3.49	319	101	1
12.49	3.50	378	101	1
15.86	6.65	0	102	1
17.46	9.03	421	101	1
6	0	0	102	1
7.30	23.01	0	102	1
10.03	1.28	266	101	1
12.58	3.49	319	101	1
12.49	3.50	378	101	1
15.86	6.65	0	102	1
17.46	9.03	421	101	1
9	0	0	102	1
6.00	9.23	0	102	1
11.30	13.16	528	101	1
11.50	18.28	0	102	1
18.02	17.07	601	101	1
19.53	18.23	6.2	102	1
Exp. 5	Exp. 5	0	102	1
23.00	23.00	0	102	1
7.00	7.00	193	101	1
Yenchow-Tsiningchow Branch Line	Lincheng-Tsochuang Branch Line		Exp. 4	Fast
8.45	14.00	dep. Yenchow ar.	7.18	11.45
9.48	15.08	arr. Tsiningchow dep.	11.20	17.30
		dep. Lincheng ar.	7.15	12.28
		arr. Tsochuang dep.	8.08	14.33
		Shanghai arr. Line	7.00	15.04
		dep. Lincheng dep.	23.00	7.35

Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinafu, Hauchowfu or Fukow.

By Order,

THE TRAFFIC MANAGER.

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE IN FORCE FROM THE 1st NOVEMBER, 1915.

MAIN LINE.

SHANGHAI TO ZAH KOU. "DOWN"

ZAH KOU TO SHANGHAI. "UP"

STATIONS	TIMES											
	2	4	6	8	10	12	Local	Mixed	2	4	6	8
Shanghai South	8.00	8.55	10.15	3.30	4.20	5.25	8.20	9.25	2.20	3.20	4.20	5.20
Ningpo	8.52	9.07	10.28	2.37	3.27	4.25	8.55	9.55	3.45	4.45	5.45	6.45
Song Jiang	8.55	9.07	10.33	2.47	3.27	4.25	8.58	9.58	3.48	4.48	5.48	6.48
Ka Shu	9.49	11.07	10.20	5.00	7.10	8.20	9.52	10.52	3.41	4.41	5.41	6.41
Ka Shing	10.11	11.35	12.35	5.19	7.47	8.55	9.55	10.55	3.41	4.41	5.41	6.41
Yeh Zeh	10.19	11.45	11.45	5.29	7.47	8.55	9.55	10.55	3.41	4.41	5.41	6.41
Yeh Zeh	8.24	10.66	12.27	5.27	7.45	8.55	9.55	10.55	3.41	4.41	5.41	6.41
Chuchow	8.40	10.58	12.31	5.25	7.45	8.55	9.55	10.55	3.41	4.41	5.41	6.41
Pukow	10.19	11.55	12.28	5.25	7.45	8.55	9.55	10.55	3.41	4.41	5.41	6.41
Zah Kou	11.55	12.57	8.05	6.20	7.40	8.55	9.55	10.55	3.41	4.41	5.41	6.41
Shanghai South	11.22	12.25	8.88	6.07	7.40	8.55	9.55	10.55	3.41	4.41	5.41	6.41

KIANGSHOO BRANCH LINE

KON ZEN CHIAO TO ZAH KOU ZAH KOU TO KON ZEN CHIAO

STATIONS	14	16	18	20	22	24	STATIONS	13	15	17	19	21	23
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Kon Zen Chiao	7.40	10.10	11.5										

Auctions

Business and Official Notices

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ON

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at 10 a.m.

All Superior Household Furniture and Effects

Complete Bedroom Suites, Drawing Room Suites, Dining Room Suites, Book Cases, Roll-top Desks, Office Files and Chairs, Center Tables, Hat Stand, Armchairs, Sofas, Jardinières, Gramaphones & Records, Double and Single Beds, and a lot of Chinese Curios, such as Bronzes, Brasses, Porcelains and 2 Black Wood Screens, etc., etc.

BILL SMITH

Bill Smith was catching behind the bat.
But it didn't suit him;
you see, Bill's rather fat.

When his umps called the game, Bill shouted "Hear! Hear!"

And cut down the street for some "Elephant" Beer.

"ELEPHANT HEAD"
PALENE BEER IS
AT ALL FIRST CLASS
BARS

Ask Bill

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The Comparative Law School of China,

Law Department of Soochow University.

Entrance examinations for fall term, September twelfth to thirteenth. Opening day September fourteenth.

For further information, write The Dean, 20 Quinsan Road, Shanghai.

10555

1284, BROADWAY TELEPHONE No. 1025

YUT SAE CHANG & Co.

Iron Merchants & General Hardware Dealers
SHANGHAI.

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Does Sentiment Hinder Human Progress?

Madame de St. Point's Bold Argument that the Supercivilized Races Waste Their Minds and Energies in Sentimental Love and Sickly Sympathies, While Neglecting the World's Real Work

By Mme. Valentine de St. Point
The Distinguished Parisian Poetess and Grandniece of the Great Lamartine.

AMONG opulent nations, as among opulent individuals, sentimentality creeps in, establishes itself and finally reigns as a tyrant. It controls everything and all forms of thought and life are subservient to it.

Among nations in process of formation, society, which is beginning to form itself into an organic whole, has not the leisure to think of its weak brothers and sisters. It is only concerned with strong individuals, capable of sharing in the collective tasks. Similarly, there is no room for sentimentality in a large, poor family which struggles to obtain food for its children. No one has the time to think of sentimentality.

An individual who has hard work to make his living needs all his faculties to secure a bare existence. He has no time to be sentimental.

Sentimentality is a luxury. It uses up time and occupies the mind. As soon as a civilized society is established, as soon as it has accumulated resources and wealth, and is possessed of cultivation and leisure, it begins to think of the unfortunate. It encourages useless persons and institutions which can bring it no return. It prolongs the existence of the weak.

In a well-to-do family of small size, free from the urgent cares which absorb the strength of the less fortunate, parents spend their leisure in foolish tenderesses lavished upon their few children, which become still more exaggerated in the case of an only child.

A person who is saved by his family from all the cares of life, or who is assured by birth of an income, can abandon himself to a debauch of sentimentality which entirely fills his mind and charms his leisure. We do not pay sufficient heed to the effects of this overflowing and intoxicating sentimentality. Those who are in a position to indulge in it are bewitched by it, become intoxicated with it, and do not think what may be the reactions of the enchanting potion.

They make a grave mistake. Sentimental questions fully as much as economic questions have their effects upon society and upon the race. Surely, if very slowly, through many generations, they raise it or degrade it.

The time has now come to speak against the weakening effects of sentimentality in France and other civilized nations, because we must check its disastrous effects before it is too late.

I affirm that the passion of the couple absorbed in love of one another, the tenderness of the family, the customary forms of charity are weakening in the highest degree to society. Sometimes they are even degrading. The passion of lovers, in its dithyrambic and totally artificial manifestations, usually nourished by a demoralizing pseudo-romantic literature, is in a high degree harmful. A period in which sentimentality has dominated literature has always been



Brutus, the Roman Consul, condemning his own sons to death. A striking example of the old Roman devotion to duty and lack of sentimentality that made Rome the greatest power in the world. From the painting by Lethiere in the Louvre.



Mrs. Ida Sniffen Rogers, recently acquitted of the murder of her two children, who was the object of a remarkable demonstration of American sentimentality such as Madame de St. Point condemns.

marked by great social evils. Passion is a gentle madness or a dangerous madness, according to the temperament. In the dangerous form people soon become involved in tragedy. The irresponsibility of such a passionate being has been recognized by the law of France, for when he commits a crime we treat him as irresponsible and most frequently acquit him. Juries, it is well known, are full of indulgence to crimes of passion. Thus the law itself has been corrupted by sentimentality.

Passion and madness are synonymous. The passion of love is weakening in every way. When it is gentle it puts a man's energies to sleep and fills his mind with childish dreams. The desire for peaceful happiness takes the place of the struggle for higher things, for greatness. It fools men, makes them womanish, makes them passive and enfeebles them. It is sterile.

When passion is violent, sweeping away all morality, all conscience, founded upon an impulse which makes all self-control impossible, it blinds the mind and unchains the instincts. It incites to crime. It is destructive. Destructive for the victim, destructive for him who obeys it, because it lowers him to the level of the brute beast. In fact, the passion of lovers is never the creator of a great and enduring work.

If, sometimes, a man, in order to succeed in love, creates a work of art, it will always be a work of limited value, because it has not been created for itself alone, with the pure and sustained love that a great work requires. Great works are always the creation of those who have not allowed themselves to be distracted by weakening sentimentality.

Family tenderness is wrong, for many reasons, and principally because it prepares the way for amorous sentimentality.

The child has no need to be dandled in infancy nor to be treated with moral tenderness in later life. Too often the parents create caprices in a child, give way to them, attach too much importance to his little person, and make a



Orpheus killed by the women of Thrace, who were enraged because he spent his life mourning his lost Eurydice and neglected them. An early example of excessive sentimentality punished. From the painting by Emile Levy.

great fuss over his foolish sayings.

All this prevents the child from developing a mind and conscience of his own. It gives him false ideas about his rights. By not teaching him his duties the parents make of him an irresponsible, foolish being, ruled by his nerves and not by his reason. They make him an individual and social nullity before he has time to think of the problems of life for himself. Such parental tenderness is a crime against the child and against society.

If a child is to grow up into a capable man, he must have sustained energy, a respect for his own possibilities, an accurate understanding of the responsibility of the educator and his own rights, but never should he be made the object of uncontrolled tenderness, which distracts and enervates the little victim, destroying his personal force at the threshold of life. Such tenderness un-

mans the boy and domesticates the girl. It prevents the development of the personality of both. Let us banish it.

And now we come to the customary charities of rich and refined communities. These are also a sentimental error. In spite of the criticism and, indeed, of the reproaches that I am cruel, to which I may be subjected, I maintain that they are generally harmful to society and to the objects of them.

At first sight charity appears to be the outcome of a generous and praiseworthy sentiment. To help the weak appears a fine action. But we forget that there are two kinds of weakness. Weakness which is only the result of a moment of failure should be helped; a helping hand should be held out to him who falls by the roadside and who when raised up will be able to continue on his road. On the other hand, to linger behind, to waste one's strength in trying to help up one who will remain in the same

place and will never advance is only a useless waste of one's strength. We waste our strength and charity on scoundrels in jail when honest men are unable to find the work which could benefit themselves and society.

There is always an opportunity for the use of all one's strength. If we had not been in the habit of wasting our strength so much, the great human work begun at the dawn of humanity would have been much farther advanced than it now.

There are in every modern society a great many useless people who will always be useless. By useless efforts to help these useless people we allow many beings of social value to perish, whom a momentary weakness has placed in a position where a little help would have saved them. People of the latter class make no appeal to social charity, and no one thinks of looking for them.

The benefactions of the rich always go to certain organizations recognized by the powers, public or social. Bureaus of charity with us are cluttered up with people who could make a good enough living by their own exertions, if it were not for their idleness and their certainty of obtaining free help. Our social charity is an encouragement to mendicity in all its forms, and mendicity is the lowest vice in existence.

Mendicity, whether it displays itself before the passerby in the street or battons upon social charity, is the worst form of degeneracy. It means hypocrisy, an appeal for pity, the attitude of the

Is It True That—

"Parental Tenderness is a Crime Against the Child and Against Society—"

"Mercy for the Law-breaker is an Injustice to Honest Men—"

"Our True Social Duty is Not to Help the Weak But to Perpetuate the Strong—"

"The Charities of the Rich Are a Sentimental Debauch—"

"Sentimentality is a Luxury that Weakens the Mind—"

"Love is Only a Madness that Destroys Constructive Energy and Will."

slave. In fact, every feature of mendicity is hateful. It is of no use to suppress begging in the streets if we permit it to be cultivated by social charitable organizations.

Our true social duty is not to help the miserable beings who slavishly display their miseries, unless it be to furnish them with hard work. First of all we should seek out and help the worthy capable people who have been temporarily reduced to distress by some accident. To these should be given immediate care and help, which would enable them to get on their feet and continue their work. In fact, we should think less of helping the dregs of society and more of helping the good people who are in need of need of resources. Society would receive back the help given to these good people and the community would benefit by their work.

The end we should strive at is to do away with charity altogether—but to assure everybody the possibility of earning his living. Let everybody have an opportunity to do the work for which he is suited, and let us not have so many people wasting their strength trying to do that for which they are not fit. Then let us have no pity for those who refuse to work, for the loafers, the incapable, the useless, who are now a burden on the industry of the workers.

In short, let us banish sentimentality under whatever form it may show itself in our life. The sentimentality of passion, the sentimentality of family tenderness, the sentimentality of social charity, are all equally injurious. It is to education that we must look to correct the habits of wealthy communities and rich individuals. Such transformations cannot be brought about in a day. Just as it required generations to produce all these useless and harmful sentimentalities, so it will require generations to attain the social ideal of strength without weakness.

Through education we must succeed in substituting for sentimentality an understanding of real human values. These human values should replace in the view of the State and its moral codes the conventional values of the present day. These human values are not the artificial sentimentalities, creator and preserver of all kinds of weaknesses, born in large part from literary verbiage and luxurious living. Chief among them is the physiological value on which depends the perpetuation of a strong race and on which depends its endurance or its failure. Then there is the psychological value on which depends the continuation and development of the work of the mind.

Our duty is to breed beings physically and mentally healthy, strong beings, energetic souls encased in solid muscles. To create and to perpetuate such individuals—family, lovers, society. Every help should be given to them because they return what they receive a hundred-fold for the benefit of humanity. Sentimentality, from whatever source it arises, cripples or destroys such individuals, and favors the weak at their expense and at the expense of the race and humanity.

Therefore, I say, away with sentimentality!

The New Old-Fashioned Dresses



A Charming Summer Model, With Modified Hoops.



One of the New Old-Fashioned Dresses, With a Quaint Old Bodice, "Grandmother's" Bows and Dainty Lace Showing Over the Underskirt.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon ("Lucile")

HERE are just a few dresses which show the old-fashioned note in new fashion style. Take a peep at the big picture in the middle of the page. Here we have the mode in its most perfect expression, I think. There is the dainty lace over the shoulders and arms, and then there comes the old-fashioned tight bodice, with its queer little "grandmother's" knots. The skirts fall full from the hoops in the olden style, but immediately are brought into the present by the charming novelty of the lace. The lace underskirt peeps below, and there is one of the old "True Lovers" knots in evidence also.

In the little dress in the left-hand corner there is pre-

served all the spirit of the old-fashioned dresses, and still it is modern of the models. Here the hoops are modified. The little bodice persists.

Please note the dressing of the hair in each of these pictures. Nothing is so important as the harmony between the dress and the hair. In the larger picture the old-fashioned note is carried out in the little curls at the top, and in the other picture the same note is carried out in the plain, simple dressing.

The amusing and charming little hat, of which I show the back view, is the delightful new old-fashion. And so is the dress in the right-hand corner.

Above Is a Back View of a New Old-Fashioned Hat, and Below a Charming Summer Model, With Modified Hoops. ("Lucile" Models.)



AUTOMOBILE NEWS

SHANGHAI, SUNDAY AUGUST 18, 1916

BUYERS ARE AFTER CONSERVATIVE CAR

FREAKS OF DESIGN OR TYPE OF CONSTRUCTION APPEAL TO FEW

Now that automobiles have come to be regarded as a staple article, like real estate, furniture, machinery and other things involving a large unit of expenditure, the public quite naturally weighs automobile worth to a greater extent than formerly, and chooses cars on the basis of an investment. Instead of relying upon first hand impressions, motor car buyers consider the dollar for dollar value and choose accordingly.

"We appreciate, of course that there have been, and undoubtedly always will be, a certain element of buyers who seek oddities either in appearance or in mechanical features," says L. J. Ollier, Vice President and director of sales of the Studebaker Corporation. "But this element is in a diminishing minority. The great majority of motor car buyers look at their automobile purchase from a conservative standpoint."

"It was not so many years ago when the public figured automobile value on the basis of price alone. They took for granted that the higher the price the better must be the value. Those were the days before quantity production came into vogue, and with it the introduction of increased efficiency methods in the manufacture and distribution of cars.

"This conservation which is guiding the public in choosing cars has brought the standing of the manufacturer prominently into the foreground. Buyers now investigate the stability of the producer as well as the product before placing an order.

In the April 3 issue of Motor World a whole page was devoted to telling where it is possible to get parts for orphan cars, meaning those the builders of which have gone out of the automobile business. Examples such as these have made the stability of the manufacturer of increasing importance. Automobile buyers do business with companies which are in the automobile business to stay."

MAXWELL MAN SEES BIG FIELD FOR U. S. PRODUCTS ABROAD

SOUTH AFRICAN AGENT MAKES DETAILED REPORT TO CONSUL GENERAL

Detroit, Mich., July 18.—On request of United States Consul-General E. N. Guliulus, a report on business conditions in South Africa, with special reference to prospects after the conclusion of the war, has been made by William Campbell, agent in Johannesburg, S. A., for the Maxwell Motor Co. A copy of Mr. Campbell's report has been forwarded to the export department of the Maxwell Company at Detroit.

Mr. Campbell sees a brilliant future for the American-made automobile in his territory, particularly the low-priced car that has a reputation for economy—a car like the Maxwell for instance. But there is a note of warning to all manufacturers in Mr. Campbell's report.

"The change in conditions that will follow the war will necessitate your manufacturers getting into closer touch with actual buyers to secure results," is one of the warning statements made by Mr. Campbell to the consul-general. "Japanese trade is to be an increasing factor," he adds. "This will be true particularly in woodwork, cheap underwear and hosiery, brushes and the cheap household requirements formerly supplied by Germany."

Discussing the automobile situation, with which Mr. Campbell has an intimate acquaintance, due to his long connection with the Maxwell Company, he says:

"Three, if not four, well-known foreign automobile manufacturers are contemplating the manufacture of a cheap car. Three motorcycle concerns whose products are presently being absorbed by the British War Office have plans ready for vigorous export campaigns, and the like is true in other departments."

"So far as Africa is concerned, the American automobile is likely to hold the field because of the fact that your manufacturers have given special attention to the economy in petrol consumption and light weight; but the fight will circle around what is known as the \$500 to \$750 class."

Speaking in a general way of business prospects in South Africa following the war, Mr. Campbell says: "In South Africa the United States can maintain much of the hold it has secured and, eliminating articles for which other nations have special advantages, especially should they be able to do it in hosiery, underwear, boots, automobiles, machinery and specialties."

MOTOR CARS HUB OF HOME DEFENSE

NEW YORK OFFICIAL SHOWS HOW TROOPS COULD BE MOVED TO ANY POINT

In an address before the Automobile Club of Rochester, New York, on "Army Motor Car Preparedness," Francis M. Hugo, Secretary of State, spoke of the advantages of the rapid mobilization of troops by motor cars as a means of opposing the landing of an enemy. On this phase of the subject he said:

"Here arises a point with regard to mobilization by motor cars which should not be forgotten. The cars having conveyed the troops to the required vicinity, the motors could remain at some convenient place to await further developments. If the first information proved to be inaccurate and the enemy attempted to land elsewhere, the troops could be moved with a speed equal to that with which the enemy was being conveyed in his transports along the coast. In this connection especially has the operation of motor cars upon the battlefield been fairly tested.

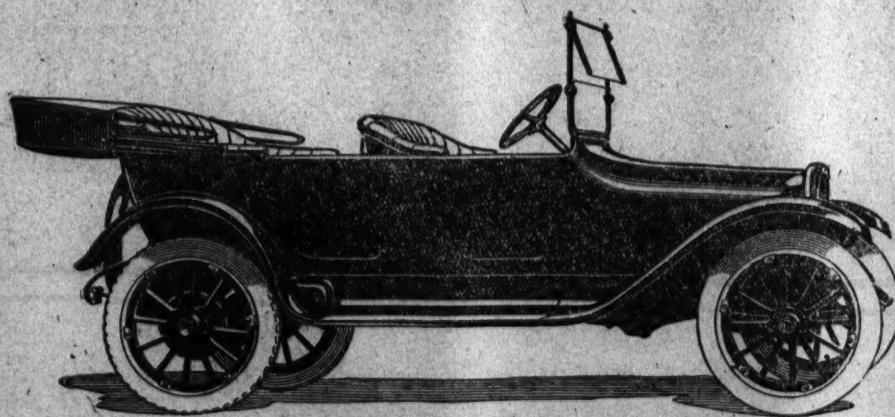
With about 5,000 cars a force of approximately 20,000 soldiers could be made available at the required moment at almost any point."

CALIFORNIA GRAYS BUY HUDSON-12

CAR IS PAINTED GRAY TO MATCH UNIFORMS OF CRACK REGIMENT

San Francisco, July 18.—The California Grays, San Francisco's select military organization, have recently purchased a Hudson Super-six. On special order to the factory, it was finished in a beautiful pearl gray to match the uniforms of the organization. It is one of the handsomest cars ever brought to that city. Robert H. Morgan, chairman of the committee making the selection says that a majority of the committee voted in favor of the Hudson.

DODGE BROTHERS MOTOR CAR



24 H.-P. 4-Cyl. Touring

Latest Models, complete with Electric Self-Starter, Head, Tail and Dash Lamps, and all Modern Improvements are now on view

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This is to announce that Mr. W. D. Hopson, the Expert Engineer Mechanic of the Studebaker Corporation is now in Shanghai on his regular tour of inspection in the interests of

STUDEBAKER SERVICE

Bring in your cars for inspection and examination. There will be no charge for such service or for any necessary minor adjustments. It is the policy of the great Studebaker Corporation, also that of ourselves, to do everything possible to ensure satisfaction to owners of Studebaker cars. Mr. Hopson's stay here must of necessity be short, so arrange for him to see your cars as soon as possible.

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WAR PROBLEMS BEING STUDIED BY EXPERTS

National Auto Organizations Are Taking Up Study Of Transportation

TRANSPORT PREPAREDNESS

Tentative Plans Are Drawn For Movement Of Men And Munitions

The members of the American Society of Automobile Engineers, through its counsel, signified some time ago its readiness to assist the Federal Government by co-operating with it to develop a military transport. The Society of Automobile Engineers represents the mechanical organization and inventive genius of the American automobile business, and has developed its standardization work to a point of efficiency which has received international recognition in engineering practice.

The Board of Directors of the National Automobile Chamber of Commerce has authorized its executives to meet the military authorities at every point in the development of plans for motor transport service. The National Automobile Chamber of Commerce has already on file complete and accurate information concerning the manufacture and shipment of motor vehicles, together with records of dealers' organizations and up-to-date lists of truck and pleasure car owners in all sections of the country.

The American Automobile Association, with organizations in practically every State, is the national body of owners of pleasure cars, and through it will be possible to co-ordinate the various volunteer movements which are being inaugurated in various sections of the United States.

The American Railway Association Committee was formed some time ago to co-operate with the War Department in transportation plans looking to the national defense.

The War College has been working for years on transportation plans to be effective in the event of war. The purpose of the conference held this week with the automobile and railroad representatives was to formulate a complete line of procedure as soon as this can be done. The limitations set by the provisions of the United States statutes at this time were explained clearly, as well as some of the legislation contemplated, such as that proposed to be enacted in the form of the Chamberlain bill to provide for a motor truck reserve corps, the President appointing reserve corps subject to the orders of the War Department at any time in case of special emergency and for relatively short intervals in times of peace. It is thought that the motor truck corps would be under the jurisdiction of the Quartermaster's Department, and the railroad transportation plans under the direction of the Engineer Corps of the army.

It is appreciated, of course, that modern mobilization plans are, in view of the great war, subject to relatively quick changes. No nation abroad has given up animal transportation entirely in war. New regulations of this Government are being tried out in Mexico at this time. In mobilization regulations current abroad at this time, motor transport is divided broadly into two classes, consisting of heavy trucks and light

trucks respectively. Pleasure car automobiles and motorcycles are, of course, used extensively as well. By the use of 2,500 trucks, 50,000 troops have been moved in what would have been thought in past years an incredibly short time. The use of the trucks for transporting supplies is obvious.

The automobile industry will appoint representatives to work on a national plan to be developed in detail. Ways and means must be had to form units of procurable machines and material. The automobile industry will in the last analysis have to supply the men to man the trucks as well as the trucks themselves. The number of trucks needed would depend on the length of haul rather than the number of men or the amount of supplies to be hauled. It is estimated that there is nearly a 30 per cent saving operating trucks thirty miles a day as compared with horse haulage.

The good roads authorities are hopeful that with the existing methods of State aid in forty different States and the proposed Federal aid, there will be in a short time four or five roads across the United States in an east and west direction and the same number north and south.

Lincoln vs. Santa Claus

It was Lincoln's birthday and Miss Nichols, the teacher, was giving a talk on the hero of the day. Finally, one little fellow asked anxiously:

"Lincoln wasn't better than Santa Claus, was he?"

"Santa Claus is good and so was Lincoln. There's a great difference between their sorts of goodness," replied Miss Nichols diplomatically.

"But since Lincoln died, Santa Claus has been the best man in the world, hasn't he?" persisted Jimmy loyally.

Source of Inspiration

"Children," said the teacher, instructing the class in composition, "you should not attempt any flights of fancy, but write what is in you."

As a result of this advice, Robbie turned in the following composition: "We should not attempt any flights of fancy, but write what is in us. In me there is my stummock, lungs, liver, two apples, two cakes, and my dinner."

Thousand-Dollar Small Car Is British Favorite

Scottish Journal Reviews England's Motor Trade Before And During War

This is interesting as the British viewpoint of the motor industry, especially in its consideration of trade rivalry with the United States, from the Edinburgh (Scotland) Statesman:

With the balance sheets of most of the firms manufacturing motor vehicles in this country before one, it is possible to form some idea of the prospects of the great industry. It is interesting to note that all these firms have shown a profit, some more and some less than would have been the case under ordinary peace conditions. The number of motors available for sale to the public has been considerably restricted since the war started, and it has been due to this shortage of supply that imported machines have been so largely patronized. Many thousands of foreign-made motor carriages have been placed upon British roads, which has had the effect of increasing the commercial goodwill in this country of the firms that produced them.

During the period the nation is at war little can be done to alter the present state of affairs. The requirements of the motor-using public, however, might be studied, so that in the future the British motor-making firms will be able to compete successfully with their foreign rivals. What, then, is the trend of the public taste as far as pleasure carriages are concerned?

Briefly, the general desire of the motoring community is for a four-seated car fitted with an engine

starter, an electrical lighting set,

speedometer, and complete equipment

for the inclusive sum of about £250,

or a less amount if possible. How is the British motor manufacturing going to meet this demand? In the past each British maker has had his own design of engine, frame, and the other component parts of the chassis, but when the Government stepped in and took over all the works the authorities decided to use only a limited number of designs, and compelled the other factories to make parts for these particular models and discard entirely their own patterns. The result was a bigger output of what may be termed the standard

model, and also an economy in production. Firms having been brought in such close touch with one another during the war the question naturally arises, Why not continue on the same lines in the future?

If one were to investigate the methods of the greatest rivals of the British motor manufacturers—American producers—it would be found that in the United States there are firms which build engines alone, some that concentrate on electrical equipment, some that produce only the gears, others that make the frames, and so down to the smallest detail. Therefore, although there may be 150 different cars, as regards name, in America, all are composed of the parts manufactured by a few specialist firms. In this way America has been able to produce motor vehicles at a rate approaching 500,000 per annum, and sell them profitably at popular prices.

American engineers admit that the best motor engines yet produced are of British manufacture. In fact, it is well known throughout the engineering circle of the world that England's engineering products are better and cheaper than those of any other country. Knowing this, the future prosperity of the motor industry in this country would seem to depend upon a large number of factories combining to produce a better machine than the imported car, and one that can be sold with profit to the public at a popular price.

Already the war has brought nearer the desired combination—as stated earlier in the article—and it only remains for the members of the British section of the Society of Motor Manufacturers and Traders to settle the details of design, horse power and price of the future British popular car—and then produce it. The scheme, of course, can be carried further, so that a certain number of firms will market, say, twelve horse power cars, others fifteen horse power cars, others twenty horse power cars, and so on up to forty and fifty horse power cars de luxe.

Ford Plant Solves Luncheon Problem

'White Kitchen' Adjoins Factory Where 700 Loaves Of Bread Used Daily

One of the problems the management of the Ford Motor Company has given very careful consideration is the feeding of its men during their lunch hour. As the number of employees increased rapidly until the total passed 30,000, conditions changed and new difficulties arose.

Bringing a lunch from home is not very satisfactory under the best conditions and for the unmarried man it is almost impossible. The purchase of luncheons brought into the factory therefore has become popular and it has had some curious results.

In January, 1914, the Ford system of profit sharing with employees and its accompanying educational and welfare work was inaugurated and a very natural and early step taken was the improvement of factory conditions—with special reference to food eaten for lunches.

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Ford workmen buy 6,000 pints of milk daily and the "white kitchen" uses 700 loaves of bread, 500 pounds of meat, 3,000 pies and 500 gallons of soup every day. Aside from maintaining a high standard of quality and cleanliness the Ford Company has no interest in this lunch enterprise.

MOTOR CARS IN DENMARK

The number of automobiles in Denmark on September 1, 1915, was 4,331, with a combined horse power of 35,229, as against 3,430 machines at the corresponding period in 1914, with a total horse power of 28,122, says a Consular report. The first statistical information published by the kingdom in regard to automobiles was in 1909, when there were only 682 machines in the country. Of the number of machines 3,773 are for personal use. This number includes 1,291 used for cab or omnibus service. Auto trucks number 558.

Manners for the Motorist
It is not good manners to come honking and squawking up behind a brother motorist who happens to be jogging at the respectable rate of 20 miles per hour, as if you were coming through at around 60. Then, when the 20-mile man draws politely aside and lets you pass to pull over in front of him and drop into a 20-mile jog yourself and give him the benefit of the dust for a mile or two as a reward for politeness.

All Sorts of Goggles
There are now goggles with different colored glass, which a vanity girl may fit over the ears of her toy dog to protect his eyes from the wind.

NEW MODEL ARCHIMEDES Portable Boat Motor 2 and 5 H.P.

THE ONLY PORTABLE 2-CYLINDER MOTOR ON THE MARKET

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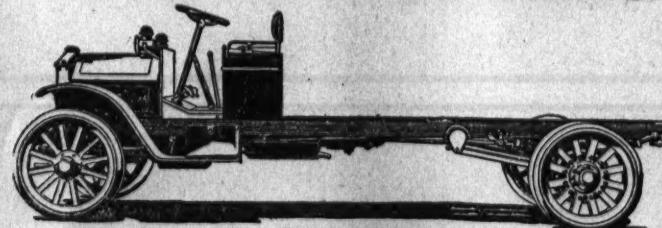
Simple, Strong, Durable, Reliable

Can be attached in two minutes; Automatic Lubrication; Magneto attachment to fly-wheel; solid brass rudder.

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Your investment is insured when you buy a Federal.

Federals were the only lorries awarded a Gold Medal at the recent Panama-Pacific Exposition. They are made in three sizes—1½ ton, 2 ton, 3½ ton. Worm Drive exclusively.

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THE

MORE MILES FOR LESS MONEY

Mr. Chesterton Takes a German-American Professor to Task

By G. K. CHESTERTON.

The Distinguished English Publicist.

I HAVE just added to my collection another jolly little letter, from which I learn that my writings are the outpouring of a diseased mind, and with which is enclosed an article by Professor Walz of Harvard, as "a good antidote to the poison which I squirt."

The professor's article is by no means so racy as his friend's personal communication—indeed, it is temperate and almost temporizing. I do not doubt that Professor Walz writes in all sincerity and innocence; or even that the change of tone is unconscious so far as he is concerned. As an antidote to any very violent poison it seems a little weak.

Perhaps the best way will be to detach and number the points in the professor's exposition, and reply to them briefly, as follows:

(1) Professor Walz says: "We see to-day the armies of Germany upon enemy soil, though they have always been greatly outnumbered by their opponents." This is untrue. During the first and most important periods of the war the Central Empires enormously outnumbered every opposing force. In Northern France they were heard; double their enemy, and were defeated. In Russia they may have been roughly equal, with a gigantic superiority in guns and material. In the enemy soils they thoroughly occupied, like Belgium and Serbia, they had infinitely smaller armies against them.

(2) Professor Walz says: "No despotic government and no caste government have ever accomplished what the Germans have accomplished during the last sixteen months. Democracy alone is capable of such efforts." This is wild nonsense. People under every conceivable kind of government, including the most avowedly despotic, have shown quite as much human courage and discipline.

(3) Professor Walz then naturally proceeds to inquire: "But what is German democracy, and how does it work in practice?" This is a very fair question, and I can answer it. It generally works by giving to one wealthy man as many votes as a whole crowd of his poorer fellow-citizens. This is simply an objective fact, which any German will admit.

(4) Professor Walz then remarks: "It is to the interest of Germany that the Balkan States enjoy peace and stable government." This is a rather painfully transparent evasion. If all that the benevolent Germanic Empires want is abstract peace for the Balkans, it would seem a singular way of procuring it to send to the nearest Balkan kingdom an insulting message, challenging it to fight in forty-eight hours. Obviously, what they wanted was not that the Balkans should enjoy stable government, but that the Balkans should not enjoy Balkan government; and they practically said so in so many words.

(5) Professor Walz also says that a German victory will be good for the

East: "Japan has shown to the world that an Asiatic nation is able to govern and to defend itself." Japan has also shown to the world, in the existing circumstances, what she thinks it most advisable to defend herself from.

Germany's Ambition to Free Asiatic Peoples.

(6) Professor Walz says: "Germany can never hope to rule Persia or India, but she may be able to help both countries to gain freedom and independence." This is a joke. The point of it is that Germany is almost literally the only European country that has never before even pretended to deliver other peoples, in reference to any sort of disinterested ideal.

(7) Professor Walz also says: "A victorious Germany will break the British monopoly of sea power, but she cannot replace it by a monopoly of her own. She cannot change nature or remake history." The logic of this observation is decidedly mysterious. Are we to understand that Britain, when she gained such a monopoly, did change nature and did remake history?

(8) Professor Walz complains that American papers have disregarded the following fact: "On November 15 a new Polish university was opened in Warsaw in the presence of the German military governor. It is to take the place of the former Russian university. The character of the university provides that the language of instruction is Polish." He then proceeds to say (without any sort of foundation) that the Russian Poles are mainly on the side of Prussia: "They take the words of the German Chancellor at their face value; while most of them have always discounted the Russian promises made in times of distress." Are we to believe that the great war is a time of distress for Russia, but not for Germany? Are we to believe that November 15 was not a time of distress for Germany? If the Prussians have now allowed Polish education to be Polish, the only importance of the fact is that the Prussians were the one people who tried particularly hard to prevent its becoming Polish; and Professor Walz knows this as well as I do.

(9) Professor Walz says that "Capitalism throughout the world has an instinctive aversion to the German Government." This is simply absurd. The industrial progress and triumph of modern Germany has been strictly and wholly capitalist; even more so than such industrialism has been everywhere else. The Kaiser has been more undisguisedly on the side of the Krupps even than other Governments on the side of other capitalists.

(10) Professor Walz says: "Co-operation as an applied principle of government is without question a form of socialism, a collectivist form of society." This is a hotch-potch of perfectly unmeaning words. It is like saying "Infantry is without question a form of cavalry.

a particular form of artillery." Co-operation is a term for the combination of free and independent economic units. It exists most strongly in peasant countries such as Prussia has been trying to crush. Collectivism means the ownership of capital by the State and its officers; and Socialism means almost anything, except co-operation. Germany stands for none of them, as I shall relate in a moment.

(11) Professor Walz remarks: "Efficiency presupposes honesty, love of work, and a strong sense of duty. These are the moral qualities at the bottom of German efficiency." Efficiency presupposes nothing of the sort. A careful and successful assassin is eminently efficient.

(12) Professor Walz, in speaking of some Progressives in America who are doubtless like some Progressives in England, says that they "actually mentioned Germany as having shown the way." Germany undoubtedly has shown the way. But the way to what? Which brings us to the last of these little points.

(13) Professor Walz says that a German victory "will replace the English ideal of citizenship, which is individual liberty, by the German ideal of citizenship, which is service." This, it is pleasant to recognise, is perfectly and profoundly true. The German solution is neither co-operative nor the collectivist solution. It is the Servile solution; the idea of blindly serving a particular master. What Germany has really done is to transfer to industry the iron discipline of an army.

But there is another more central and extraordinary matter which I might count as No. 14, but which would really require an article to itself. It may be possible, however, to summarize something of this extreme irony. The professor calmly says: "That a German victory will mean new life for the oppressed smaller nationalities may be seen from two facts of recent date. Belgium, as is well known, is not a State based upon common nationalities (sic)—and off he goes, of course, about the Flemish race.

Now, that is Germanism. Other Powers have wronged small nations, though few so bestially as Belgium has been wronged. No other Power would be so bestially unconscious of the very nature of its crime as to talk ethnology about it. Germany wishes to befriend small nations. And that's how she will befriend them. If you are a small nation, or imagine you are a small nation, you will be wise to avoid Germany's benevolent eye. She may at any moment raid you, rend you with fire and sword, butcher your faithful citizens—and all to dig out some buried "mico" which she chooses to pretend is your real treasure. If you and all the world think you are one nation, beware. She has only to say you are really two nations, and cut you in two with a sabre.

Germany's Remarkable Services to Belgium.

The fact, the almost stupefying fact, about Professor Walz is this—that he

describes Germany as a friend of small nations, and then actually quotes Belgium as an example of this interesting generalization. It is obvious that we have here to do with an important distinction and a somewhat remarkable state of mind. To say that Cain was a very sympathetic person although he murdered Abel is something analogous to much that has been written in modern psychology and casuistry. But to say that Cain was a sympathetic fellow because he murdered Abel is something which the mildest criticism can only describe as extraordinary.

Here, as everywhere, I would avoid anything like a confused or inconsistent accumulation of charges against Germany. German moral philosophy is bad; but it is bad in a particular way. And, like most things that are bad in a particular way, it can even appear as good, if we state it in a particular way. We might say with some real truth of Professor Walz that his conscience appears to be at rest. I will not disguise the suspicion that the rest of his conscience is partly due to the avoidance of any undue restlessness in his intellect; but it is impossible to imagine that any man would pick out so unlucky an example if he felt anything like what the rest of the world feels about it.

We must constrain ourselves to believe, therefore, that Germany's conduct to Belgium really is the Professor's idea of how a little nation should be treated, and even of how a little nation would like to be treated. Probably he thinks that Switzerland, Denmark and Holland stood around in an ecstasy of joyful expectation, hoping every moment that they too might be invaded by ten or twelve foreign army corps. He imagines them eagerly signalling to the Prussians to say that they also had several famous historic buildings to be burned down, and numerous municipal mayors and village cures whose one dream in life had been to be arrested and shot. He pictures, as I conceive, the hospital nurses of small and neglected nationalities waiting in a kind of queue for a private interview with Von Bissing. I am treating Professor Walz's remark rather wildly; but I really do not know how else to treat it.

But the case is clinched when we consider why the professor makes this astounding claim. He makes it on the ground that something called the Flemish race will owe its emancipation to Germany. Professor Walz strikes me as being, in all probability, one of those people who mean well; but the question is not whether he means well; the question is what he means by meaning well. He himself may be capable, for all I know, of raiding a peaceful country, seizing its cities, and sweeping its army to destruction, not for strategy or for territory, but solely because he thinks that in that particular country the dark-haired men have undue social advantages over the fair-haired men. He may be quite

capable of doing it solely in order to bring good tidings of great joy to all people who happen to have Flemish surnames—such as Vandervelde or Cammaerts. But it is exactly because he is capable of doing it for some such maniacal reason that M. Vandervelde and M. Cammaerts both earnestly desire to put him (or his like) in a strait-jacket.

A man simply must not be listened to and must only with some trepidation be let loose, who avowedly professes that at any moment an alleged race can override an existing nation. There is certainly not a single historic and patriotic people in the world, and least of all the Central Empires, which would be safe for an hour from invasion on every side if it could be done, not even by idealists liberating a nation, but by anthropologists hunting for a type. It opens the prospect of some very picturesque historical novels of the future: all Scandinavia sweeping like a scourge on England, as in the darkness of the ninth century, because of the Danish surnames to be found in Norfolk; a new Spanish Armada coming to Ireland to discover the descendants of the Spaniards wrecked there after the ruin of the old one; the Welsh County Councils politely requesting France to favor them with the whole of Brittany, or vice versa.

The Professor's Mistaken Notions About Walls.

They would be very exciting novels, but we should not have much time to write them. And, as for my American friends and critics, to whom the innocent professor actually addresses himself, including the hearty gentleman who sent me Professor Walz's article as an antidote to the poison which it is my nature to exude, what are we to say of their prospects in the presence of the Professor's plan of racial disentanglement? The United States is so far a successful experiment in democracy and peace; and I have never joined in the shallow sneers at it for putting a great value on its peace. But what will its peace be worth on the day when the nations of the world all come looking for races in it, and quarreling about which of the races is properly treated there?

And this sort of thing is what Professor Walz quite seriously calls befriending nationalities. This, as I say, is the whole difference. The purpose of the Princes of the Prussian ruling caste I believe to have been as cynically atheistic as their atheist father, Frederick the Great; but I am now speaking of that more ignorant and sentimental sort of atheism which marks their tools the Professors, and which most unmisleadingly marks Professor Walz. So far as he is concerned, Belgium has been turned into a hell in order that he might pave it with his good intentions. Those intentions seem to him so obviously good that he actually brandishes Belgium before us as his instance, and as his first instance, that Germany is Nationalist and a friend of little nations.

It is this which separates the philosophic tyranny of Germany from the incidental tyranny of everybody else. It is not necessary to maintain, and I have never dreamed of maintaining, that England has not done silly, panic-stricken or oppressive things. It is not even necessary to maintain that she is not doing them now. I entirely agree that, but for the intervention of the Prime Minister, a rump of Orange opinion, more shortsighted and destructive even than the rioters themselves, might still be using the Dublin fiasco as a chance of adding a stain to our reputation, instead of using it (as it obviously ought to be used) as a chance of wiping one off.

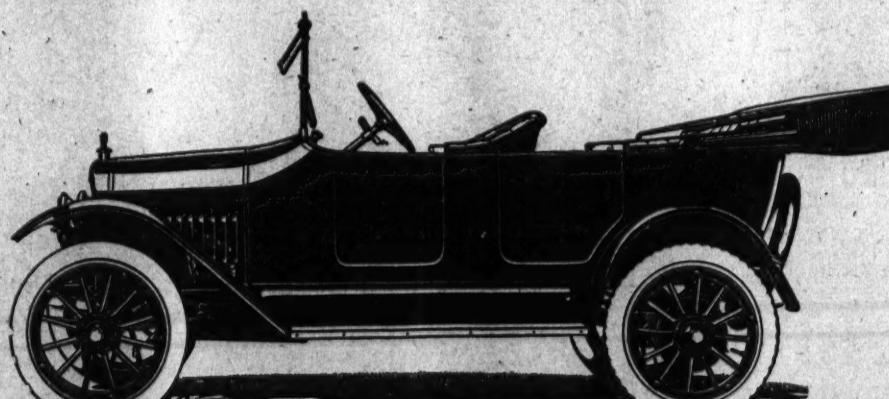
But these disputes do not even touch the fundamental division in philosophy of which I am speaking here. The English, whatever they may have done in Ireland in the past, have never acted in order to save Irishmen with round skulls, or to rescue Irishmen with Gaelic names like Mahaffy for the love of other Irishmen with more Saxon names like Yeats. They do not explain the death of Sheehy Skeffington by saying that they were angry with Sheehy but not with Skeffington, the first word bearing traces of a Gaelic termination and the second traces of a Teutonic one. Nor does any English Don from Oxford or Cambridge go about the world actually flourishing the oppression of Ireland as an example of the romantic liberality of England.

Ireland is not exactly the name that leaps first to the lips of a eulogist of England, as the name of Belgium leaps first to the lips of Professor Walz when he was called upon to be a eulogist of Germany. The reason is that, when England ill-treated Ireland, it was one nation ill-treating another nation; it was not a professor nosing about to find a forgotten tribe. As I have already said, the difference is so real that it can be turned the other way and stated in a manner more unfavorable to ourselves. It may very well be argued that the attitude of England has been more wicked than Germany, being the attitude of a civilized State, and therefore more of a sin against the light. And, whether this be true or no, it brings us closer to the core of the truth.

For Professor Walz has let slip the secret which is the weakness of his position. The truth is that, when he talks about helping a "nation," he does not know what we mean by nation, and, if possible, even less what the Belgians or the Irish mean by a nation. He does really suppose that it is a sort of race—that it is something at least akin to having yellow hair or talking a guttural sort of language. What is at the back of this racial business? Is what at the back of so many modern German things? It is materialism, which brings forth wilder manias than any spiritualism. For a race is something like a river—automatic and almost inanimate. But a nation, like a church, is built out of the souls of men.

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GAS FEED SYSTEM WAS HARD PROBLEM

Vacuum System Now Coming
Into Universal Use For
All Makes

Probably no element in the manufacture of automobiles has been more completely revolutionized during recent years than the gasoline feed system. How to get the gasoline from the tank through the pipes to the carburetor was one of the first and most serious problems to confront the manufacturer. The gravity method, which consisted simply of placing the tank higher than the point to which the fluid must run to reach the carburetor, was generally adopted, but its faults were many. The pressure pump system, with the inconvenient hand pump, was then taken up, but its expense rendered it almost impracticable for low priced cars.

One of the many weak points in the gravity system was its inefficiency in hill climbing. In ascending a hill the carburetor would be higher than the lower part of the tank and if the supply of gasoline were low the flow of the liquid to the carburetor would stop completely. To overcome this difficulty several manufacturers took the tank from under the front seat and adopted the cowl tank, which necessitated a high, ungainly hood over the engine. This increased the height of the tank to such an extent that the flow of gasoline was positive under normal conditions of hill climbing, but trouble continued with breaks and clogs in the gasoline pipe, leaky connections and dirt. Furthermore, the demand for tanks in the rear of the cars was increasing, and, with the tank in the rear, the gravity feed method was thought impracticable on even a slight hill.

The manufacturers were then compelled to find some method of making gasoline flow positive from rear tanks. An exhaust pressure system was attempted, but technical difficulties forced its discontinuance and the pressure pump method was tried out. That system still remains in use on a few makes of high-priced automobiles, but its expensive installation kept it away from popular demand, to a large degree.

The vacuum system is easily understood. Besides the main gasoline tank, there is a small tank mounted near the engine, which provides a steady gravity flow to the carburetor. The intake manifold is connected with the small tank by a small pipe and the suction of the motor creates a vacuum in the small tank. This suction causes the fluid to flow from the rear tank to the small gravity tank.

MOTOR TRUCKS ARE INCREASING IN FAVOR

Allies Have Bought Available
Horses; Merchants Must
Find Transportation

Conditions are more favorable now than they have ever been for the adoption of motor trucks and delivery wagons by American business concerns. The demand for horses and mules for export to Europe gives an unexpected chance for large users of horses to sell them at good prices, and use the money to buy power equipment.

Representatives of English, French and Russian governments, who are reported to have received orders during the last few weeks for the purchase of 20,000 additional horses and mules, are reported to be paying a uniform price of \$270 a head in East St. Louis. At Fort Worth, Tex., prices have advanced \$17 over last year as a result of the demand. The first shipment on an order for 3,000 started for Montreal last week. Trainloads of horses and mules are going from the West and Southwest daily to Canada and Atlantic ports. Germany is said to be offering from \$500 to \$800 for good horses.

Europe has already begun to drain the United States and Canada of their surplus grain crop and prices of corn, oats and hay are certain to rise. Exports of oats from July 1 to October 24 were 22,000,000 bushels—just double the exports for the corresponding period last year. So it is going to cost more than ever before to maintain horses.

Motor trucks and delivery wagons, on the other hand, are better and cheaper than ever before, with lists, prices already fixed for the next 12 months. Gasoline is lower than at any time since the motor vehicle became a factor in transportation.

Those Funny Things in Daddy's Car

By C. L. Edson

How full of fun the moments are. When spent in Daddy's motor car! Just I and sister Marguerite, Upon the dimpled cushion seat, To play with all those brassy things, The handles, buttons, dials and springs. We push in this and pull out that, And hear this one go rat-a-tat! And oh, it's just the mostest fun,

To just pretend that we can run, The car just scooting up and down. The ribbon roads from town to town, Through forests where the raven cries, Past meadows pink with butterflies, O'er brooks of watercress and ferns. And marshes where the fox fire burns.

We meet with many a robber crew, That fires at us as we dash through; And witches, when the stars appear, Shriek out and follow in the rear, As once they chased o'er hill and dale, Poor Tam O'Shanter's horse's tail.

From world-wide rides through gleam and gloom, Our car at last comes hurrying home; And there our dear old cottage stands,

And nurse holds out her welcoming hands,

And we perceive through eyes of fog The folks have got the same old dog. And we're returned from dangers dire, From trackless trails through flood and fire, And desert flints and mud and mire, Yet never got one punctured tire!

Sometimes we play at submarine, And dive down in the ocean green. And steer through leagues of bubbled brine,

Where sunfish flash and starfish shine, And creep across the ocean floor, Where sunken pirate ships of yore, Have scattered from each rotting flood The flaming disks of Spanish gold.

Then papa shouts: "Shoo, Kiddies, fee!" You'll ruin this machine for me. He talks and scolds as if this car Were something that our hands could mar—

With "flooded carburetor" woes "Short circuits" and strange words like those.

As if this car that staunchly stands Could crumble 'neath our little hands.

Millionaires And Others

By Herbert Kaufman

In 1790, authorities tell us, there was less than a billion dollars' worth of property in the thirteen United States.

Since 1850, we have increased our assets thirty fold.

Today, the biggest fortunes in the country belong to persons whose grandfathers were mainly peasants and whose own parents were dirt poor.

One of the significant facts of our history, is the rise of a new and constantly more powerful group of plutocrats in each successive generation.

Money does make money, but not nearly so much of it as brains create. Cash has no imagination. It seldom anticipates developments—and instinctively sticks to guaranteed certainties.

All in all, born millionaires are

very obtuse and reactionary gentrified. An assured income tends to dull enterprise. Very few wisdom teeth have ever been cut on silver spoons. When a youngster learns that his future has been liberally provided for, he seldom feels like learning anything else. Those who live easily are not apt to think hard. There is little sense where there are many dollars. Lotuses are pleasant eating, but are blamed poor brain food.

Luxury stupefies initiative. Heirs to big estates are notorious for their ignorance of the processes through which they derive their money. With an occasional exception their business affairs are delegated to hired men who do not share in the profits of successful speculative ventures, but are, on the other hand, held strictly to account for poorly advised investments. This attitude

is what we wrote:

tends to make severe conservatives of their managers and explains in part why inherited capital is so inaccessible for the inauguration of innovations.

The vast profits of early railroading, oil exploitation, electric development, rapid transit, pioneer mining, gas and the telephone went to hitherto obscure men, who had sharpened their wits in struggle. They weren't afraid to take risks—they was nothing else for them to take. After experience had demonstrated the validity of their plans, the "play-safers" bought the bonds.

Tomorrow the same tale will be repeated. Their own children will be just as blind to potentialities.

Opportunity won't hang around a doubter's waiting room. There are always too many ambitious folk eager to back her suggestions with credence, hope and energy.

Motion pictures offer the latest example to point. It took men who are still pushing through the crowds to realize where the crowd had begun to turn. The automobile was driven to a half-million yearly output by the far sight of a few shrewd students of current conditions.

A Scotch immigrant boy, a country storekeeper's clerk and an unshoaled stationary engineer are our three richest contemporaries. Some baby in the tenements, a farm lad and one of the countless orphans in war-stripped Europe are likely to found fortunes later on, which will dwarf those of Rockefeller, Carnegie and Ford, just as theirs belittled the estates of the Knickerbockers.

Rancher Loops the Loop

L. O. Howard, a rancher of the Eureka, Cal., colony, near Hanford, looped the loop in an automobile, but he didn't mean to do it. His machine ran off the mountain road, leaped from the top of a cliff, turned a somersault and landed right side up in a clump of scrub oaks at the bottom of the canyon, forty feet below. The only injury Howard received was a scratch on his left hand, and the machine was undamaged except for a tear in the top.

MOTORISTS' STORIES

RIVAL OLD FISH YARNS

Studebaker Owner Writes To
Factory Telling Of Run
Through Sand

The day when an automobile owner could be awed by tales of remarkable performance seems to have passed. Instead of saying wonderful, marvelous or some other equally surprised word, the average motorist reading of a certain feat is more likely to comment that "such a performance was fine, but you ought to see what I did in my car."

The fellow who describes the ten-foot fish he caught on his latest trip has nothing for enthusiasm on the automobile owner, the chief difference being that the evidence of the automobilist is more likely to be taken at its face value.

When an Ithaca (N. Y.) owner of a Studebaker car observed some photographs of another Studebaker which competed in the road race between Daytona 100,000-mile reliability, runs all over the country, the owner in question immediately wrote to the factory, telling all about his car and what it did under far worse conditions. And here, in part, is what he wrote:

"This road (between Daytona and St. Augustine) was a speedway track compared with some of the stretches that I negotiated a few days ago south of Daytona, in the vicinity of Titusville. These sections referred to were unimproved roads through the sand. On account of the drought the sand had dried out to a great depth, and it was all a car could do to pull through on low.

"After about a two-mile pull on low at nearly full throttle, with a Florida sun beating down, I stopped on a firm piece of ground to allow my motor to cool. Was surprised to find that I could lay my hand on the radiator without discomfort.

"Drove all winter about Florida,

Long Race Best

Test For Tires

Goodrich Silvertown Cords
Seem To Have Favor
Of Drivers

In a race like that at Corona the tire equipment always arouses a great deal of interest. Goodrich Silvertown Cord tires seem to be having everything pretty much their own way this year so far in the racing game, the same as last. Ninety-five per cent of the cars which qualified for the Corona races were equipped with Silvertown tires. The first four winning cars and the

sixth were equipped with Silvertown Cords, and it is rather significant that Durant, who qualified for fifth place, used up so many tires of another make that he exhausted his pit equipment, and in his last tire change applied a Silvertown to his right rear wheel. It is also worthy of comment that Barney Oldfield, according to the newspaper reports, stopped at the pits at the end of his third lap with his tires in rags. He also did not use Silvertowns.

"This victory for our Silvertown tires is all the more significant," said C. E. Cook, Pacific Coast manager for the B. F. Goodrich Rubber Company, when it is taken into consideration that every Goodrich tire used in these races was paid for at the full price.

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economical to run—electric starter—
electric lights—complete equipment—
powerful, flexible en bloc
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Does War Rend the Veil Between Us and the Unseen World?



A Striking Drawing by A. Forester, the Distinguished English Illustrator.
"The English Bowmen at Mons." An English Novelist Described This Episode, in which the Ghostly Old English Bowmen Appeared to Save Their Countrymen at Mons in the Present War, and Many Persons Believe That the Idea Was Communicated Telepathically to the Writer by a Soldier at Mons.

A Distinguished Psychologist, Reviewing Some Strange Episodes of the War, Suggests that Soldiers in These Times May Have Supernormal Senses Not Possessed at Ordinary Times

By Professor Henry C. Adams.

IT is beyond question that we have heard a great number of uncanny incidents from the battlefields of the present war, some bordering on the supernatural and others frankly partaking of it.

For instance, Rev. Reginald J. Campbell, the most popular preacher in England, has declared that many soldiers killed during the present war have communicated with comrades and friends in England. The reverend doctor's statement clearly proves at least that there are many persons who believe they have received communications from the dead.

One of the most picturesque episodes of a supernatural character is that now generally known to English people as "The Bowmen of Mons." According to this legend the spirits of the bowmen who won the great English mediaeval victory of Agincourt appeared when the English were hard pressed by the Germans at Mons in the early stages of this war and saved the English from destruction. Mons is not far away from Agincourt, and the most credulous are inclined to believe that disembodied spirits are generally found near the places they inhabited in the flesh.

The actual reports of soldiers and the imagination of a novelist are curiously mixed up in this episode of the "The Bowmen of Mons." In the first place, the English story writer, Arthur Machen, published on September 29, 1914, a short story entitled "The Bowmen," which described how "St. George brought his Agincourt bowmen to help the English." In

the climax of this story occurs the following passage:

"And as the soldier heard these voices he saw before him, beyond the trench, a long line of shapes with a shining about them. They were like men who drew the bow, and with another shout their cloud of arrows flew singing and tingling through the air towards the German hosts."

Soon after the story appeared an English chaplain stated that he had had a conversation with a British officer of the Staffordshire Regiment wounded in the retreat from Mons. In this conversation the soldier who could have had no knowledge of the story made this statement:

"Our regiment, which formed part of the left wing of the British Army had fought for twenty-four hours, constantly under fire and pressed by an enormously superior force of Germans. On the morning of August 24 we fell asleep utterly exhausted in our temporary trenches. In the night I dreamed that a body of gigantic old English bowmen passed through the air over our heads and drove the Germans back with terrific slaughter. I heard their arrows singing through the air with a great whistling sound, until it finally woke me up."

"As soon as we awoke the real fight began again. Our Colonel, myself and the other officers were able to observe that a German force of great strength lay on our right in a very advantageous position. By a determined advance of a few hundred yards the Germans could have annihilated our regiment and probably have cut off the left wing of the British army. That

they had failed to take this step with their almost unfailing military efficiency was most surprising, and it seemed to us that only some occurrence of an extraordinary and inexplicable character had checked them. We were also surprised to notice a great number of dead bodies of Germans lying in front of the German positions, where, as far as we knew, there had been no fighting."

"We resumed our retreat, and were fortunate in bringing a large part of the regiment safely to the Marne in view of the odds against us."

"Other soldiers told similar stories, with many variations. In some versions the soldiers heard the noise of wings in the air, and the episode is sometimes called "The Angels of Mons."

Mr. Harold Begbie, the well-known English novelist and correspondent, in a little book called, "On the Side of the Angels," has suggested that Mr. Machen may have received the idea of the story by telepathy from the brain of a wounded or dying soldier at Mons, who may have actually seen such a vision.

It is evident that we are here in presence of psychic phenomena of an interesting character. Many intelligent men still believe that it is possible for the dead to communicate with the living, while a far greater number assert that the human senses under certain circumstances develop an acuteness that is supernormal, as shown by the many cases of telepathy and similar phenomena collected by F. W. H. Myers in "Phantasms of the Living." That English soldiers at Mons communicated certain thoughts to friends in England is no more improbable than many of the authenticated cases cited in that work.

Certainly if supernormal psychical phenomena ever occur they are most likely to do so under the stress of this mighty war, when the minds and souls of men are under a strain such as they have never known before. If ever the soul of man is to rend the veil that separates the known world from the beyond we should expect it to do so now, when soldiers, who have lost their lives in the awful storm of battle, may be yearning to communicate with their living comrades, and when these latter are certainly longing with eager intensity to know the secrets of those who have passed beyond.

Soldiers on the point of charging, knowing that most of them will in a few moments be plunged into eternity, striving to do their utmost for the preservation of their nation and for their own reputation, most undoubtedly have nerves keyed to a pitch of acuteness entirely different from ordinary conditions. This is especially true of the more imaginative individuals. It is not unreasonable to believe men under these conditions are capable of hearing sounds that would not be heard at other times and of re-

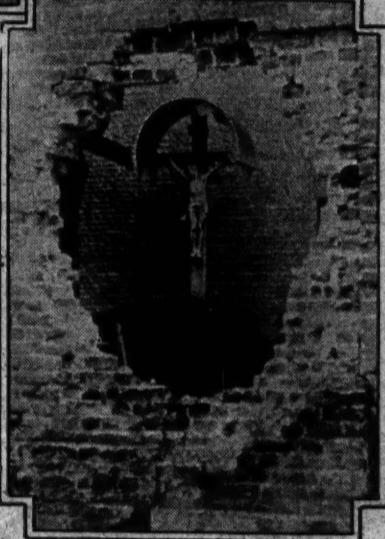


PHOTO MEDEA SERVICE
A Crucifix in the Convent at Nieuport, Belgium, Strangely Spared by the Shells. An Example of Many Occurrences That Simple People Regard as Miraculous.

ceiving and sending messages by other than the familiar known methods of communication.

Medical men are familiar with the physical condition known as "hyperesthesia," or excess of sensibility. This affection would naturally occur in an excessively violent degree under war conditions. Men would then be attuned to receive communications from those who had passed away more keenly than at ordinary times. In considering this possibility we must not forget that the unseen forces that break through the veil that separates us from the other world may be evil as well as good.

We must also consider the evidence accepted by many high authorities that the mind or personality or soul of a man, whatever you may call it, lingers in the vicinity of his body after his apparent death. It is impossible to say at what moment death occurs. Medical observation indicates that portions and organs of the body die one after another, sometimes at considerable intervals, and there is no way of telling when the last faint flicker of life departs. After that there is reason for thinking that the conscious spirit may linger for a time about the body in the places familiar to it.

Where should we be more likely to find these disembodied personalities than upon the battlefield? It is an awe-inspiring thought that above these vast plains of the dead there may be hovering spirits hardly detached from their mutilated but still palpitating bodies, urging and imploring their living comrades to avenge them.

In addition to the stories of soldiers' ghosts and apparitions, many other legends of a supernatural character have arisen in connection with the war. One of the most interesting of these concerns "The Virgin and Child" of Albert, a town in Northern France. The Church of Notre Dame in this town was nearly shot to pieces by German shells. Upon the top of the tower was a statue of the Blessed Virgin, holding the Infant Saviour in her arms. It was the most conspicuous object in the whole town.

A German shell partly smashed the ironwork that held in place the pedestal of the statue, with the result that it fell into an extraordinary position at right angles to the tower.

"The local French," says a correspondent of the London Times, "believe the day when the holy figures fall will see the end of the war."

Why the devout peasants should look forward to the fall of the holy figures as a happy omen seems at first hard to understand, but probably they regard the fall as a sacred atonement which will bring peace to humanity.

Other sacred figures have been spared almost miraculously by the frightful storm of shells that has turned whole towns, built of stone with a solidity unknown in America, into heaps of rubbish. At Nieuport, in the unconquered area of Belgium, a shell destroyed one wall of a convent, exposing the opposite wall, on which hung an immense crucifix. There were a hundred chances to one that the shell would destroy any object in the position of the crucifix, but the sacred emblem was marvellously spared.

It is interesting to record such episodes, if only because they evidence the states of mind that are aroused by this war.

The Unseen Forces that Break Through the Veil that Separates Us from the Other World Can Be Evil as Well as Good, Professor Adams Points Out. This Striking Scene from the International Film Service's Extraordinary Motion Picture Series, "The Mysteries of Myra," Shows the Evil Spirit of the Grand Master Materialized and Directing a Dagger in the Shape of Scissors Toward the Throat of the Sleeping Myra—the Charming Miss Jean Sothern.



The Virgin Partially Overturned by German Shells at Albert. The French Peasantry Believe That When the Statue Falls the War Will End.

new Red-Blue series beginning next Tuesday, August 19.

Red Sox **Blue Sox**

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Temp. Capt. **Temp. Capt.**

Pennwalt **Hynes**

Willett **Matz**

Holloman **Morrison**

Burke **Dowless**

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Hadley **Robertson, R. F.**

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Britton **Ollerdorssen**

Krisel **Roberts, W. P.**

Stewart **Caldwell**

Nichols **Howman**

Schedule for Next Series

Tuesday, August 19—

Blue Sox vs. **Red Sox**

Thursday, August 21—

Blue Sox vs. **Honolulu**

Tuesday, August 22—

Red Sox vs. **Honolulu**

Thursday, August 24—

Blue Sox vs. **Red Sox**

Tuesday, August 26—

Blue Sox vs. **Honolulu**

Thursday, August 28—

Red Sox vs. **Honolulu**

Tuesday, September 1—

Blue Sox vs. **Red Sox**

Thursday, September 3—

Blue Sox vs. **Honolulu**

Tuesday, September 4—

Red Sox vs. **Honolulu**

Thursday, September 6—

Blue Sox vs. **Red Sox**

Tuesday, September 10—

Blue Sox vs. **Honolulu**

Thursday, September 12—

Red Sox vs. **Honolulu**

Tuesday, September 14—

Blue Sox vs. **Red Sox**

Tuesday, September 19—

Blue Sox vs. **Honolulu**

Thursday, September 21—

Red Sox vs. **Honolulu**

Good Roads Will Aid China, Studebakers' Representative Says

F. R. Pendleton, back again declares Shanghai Is Better On Each Visit

Mr. F. R. Pendleton, the Far Eastern representative of the Studebaker Corporation, is paying one of his frequent visits to Shanghai. He recently returned from the Orient from Detroit, and has much to say concerning the progress of motor car development. On each visit to Shanghai the city looks better to him as a motoring city. He visited here last on New Year's Day.

"I am a good roads enthusiast, first, last and all the time, and each time I visit Shanghai I dream of this beautiful city as the center of a network of good roads," Mr. Pendleton said yesterday. "Once China starts to build good roads and motor cars bring a better business connection between the different localities an era of growing prosperity will be started that it will be impossible to stop."

"It has been demonstrated in the States that the motor car has been the most important factor in the progress of business during the last ten years. Of course the motor has resulted in campaigns for good roads all over the States that are now well under way, and already are more than paying for themselves in increased business."

Mr. Pendleton believes that the last word for years to come has been said concerning motor car development. Naturally he thinks the Studebaker car comes nearer the ideal than any other make, but he is convinced with all the new types.

"The six-cylinder car, similar to our model of this year, will stand the test of the years," he says. "The eight and twelve-cylinder cars cannot last. They are unnecessary. They consume extra gas without giving any better results, and this is being found out by manufacturers as well as users. The makers in the next few years will avoid any more freaks of design or construction of motors, and will keep to the manufacture of cars that give service and do not cost a great amount of money."

"Our factory turned out 45,000 more cars this year than last, and still we cannot supply our domestic demand. But we have no intention of abandoning our Eastern trade because it is extremely hard to secure our share of the factory output. We are leading all other makes in every country of the Orient now with the exception of the Philippines, and we expect the Studebaker to lead there by the end of this season."

Manufacturers and dealers are extremely optimistic at home now concerning the future of the industry. New companies are being organized and this year has seen several new makes of cars on the market. And there is a market for all of them."

Mr. Pendleton will leave for Manila and Australia in about two weeks.

Syd Moss Now Claim Agent at Wichita, Kas.

Sydney Moss, of Shanghai, China, a graduate of the law school at the University of Kansas this spring, is in Topeka. Mr. Moss will represent the McMillay syndicate, owner of the Topeka and Wichita street railways, as its claim agent at Wichita. He will also enter a law firm at Wichita.

Sydney Moss is well known in Shanghai. He is the only son of Mr. Barnes Moss and used to pitch and play the outfield for local teams. He became one of the star pitchers of the University of Kansas team, and also was leading man in the last annual dramatic production. He has been taken into the law firm of Congressman Wm. H. McKinley, chairman of the Republican Congressional Campaign Committee.

H.A.T. went in first and started badly, but stood by Foster and Anderson stopped the rot, and then some rapid work on the part of Peacock and McDermott carried the score to 19.

The Police followed and with Robertson and Sale together it looked as if the visitors would have to go under. Then Langley went on and his good length deliveries kept the batsmen in trouble all the time. He bowled 9 overs and for his 6 wickets he conceded only 15 runs.

With 7 to their credit the Police innings closed with the result as stated. Scores:

B.A.T.C.C.

J. J. Ellis, c. Doyle, b. Robertson

H. Langley, c. Sale, b. Robertson

E. E. Brewster, c. Frosen, b.

Robertson

W. W. Johnson, b. Doyle

W. H. Anderson, b. Sale

J. E. Cameron, c. Treacher, b.

Doyle

Extras.....

Total.....

Bowling Analysis

O. M. R. W.

H. Langley, b. Clifford

C. H. Bowers, b. Macdonald

H. S. Hansen, b. Macdonald

E. G. Quinn, c. Westwood

J. H. Sorrell, c. Clifford

H. L. Separwalla, not out

Extras.....

Total.....

Bowling Analysis

O. M. R. W.

J. J. Ellis, c. Doyle, b. Robertson

F. P. Billington, run out

L. P. McDermott, c. Doyle, b.

Robertson

Extras.....

Total.....

Bowling Analysis

O. M. R. W.

G. Sale, c. Doyle, b. Robertson

J. H. Langley, c. Sale, b. Robertson

E. C. Doyle, c. Doyle, b.

Langley

J. H. Langley, c. Doyle, b.